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XX C.1

ROYAL NAVAL BIOGRAPHY;

OR

Memoirs of the Services

OF ALL THE

FLAG-OFFICERS,

SUPERANNUATED REAR-ADMIRALS,

RETIRED-CAPTAINS,

POST-CAPTAINS,

AND COMMANDERS,

Whose names appeared on the Admiralty List of Sea Officers at the commencement of the present year, or who have since been promoted;

CONTAINING THE SERIES OF

HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the

NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,

FROM THE COMMENCEMENT OF OUR LATE WRIGHT, IN 1760,

TO THE PRESENT PERIOD

WITH COPIOUS ADDENDA.

By JOHN MARSHALL (B),

LIEUTENANT IN THE ROYAL NAVY.

"Failing, however, frequent, nay adult of valent flag, and apology. To have attempted "Alien a sheer, laudable, even when the enterprise is above the strength that undertakes it. "To be [illegible] whatever I [illegible], [illegible] would have protracted "[illegible] and [illegible] improvement. [illegible] only "[illegible] that book referred to book, [illegible] and "[illegible] information, and [illegible] the first "[illegible] of Arcadia, to choose the sun, which, when they [illegible], the hill where he "[illegible] was still [illegible] at the same distance from [illegible]."

VOL. I. PART II.

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SIR HARRY (BURRARD) NEALE,

Baronet; Vice-Admiral of the White; Knight Grand Cross of the most honourable Military Order of the Bath; M. P. for Lymington; Ruling Forester of the New Forest; and Mayor of Christchurch, Hants.

THERE can be little doubt that the name of Burrard is a pure Saxon compound, consisting of *Burh*, or *Burgh*, a town or city, and Heurd, a shepherd or keeper; which circumstance alone is sufficient to denote, that the family is of considerable antiquity.

The subject of this memoir is the eldest son of the late William Burrard, of Lymington, co. Hants, Esq. by Miss Mary Pearce, his second wife, and succeeded to the title on the demise of his uncle, Sir Harry Burrard, the first Baronet of that name, who died April 12, 1791.

Previous to the war with France, in 1793, our officer commanded the Nautilus sloop; and on the 1st Feb. in that year, obtained the rank of Post-Captain. He was soon after appointed to l'Aimable, of 32 guns, and in that ship assisted at the reduction of Bastia. On the 23d May, 1794, he captured la Moselle, French corvette of 18 guns, off the Hieres islands.

In April 1795, our officer married a daughter of the late Robert Neale, of Shaw House, co. Wilts, Esq., on which occasion he adopted the name of Neale. About the same time he obtained the command of the St. Florenzo, of 42 guns, in which frigate his late Majesty occasionally made short marine excursions, Sir Harry being stationed off Weymouth during the King's summer residence at that place.

On the 9th March, 1797, being off Brest in company with Captain John Cooke, of la Nymphe, who afterwards fell at Trafalgar, he discovered two French men of war standing in for the land. The wind being at this time off shore, and the enemy's fleet in Brest Road visible from their tops, it was necessary to make as decided and prompt an attack as possible: for this purpose both ships bore down on the headmost

and largest of the French vessels, which they attacked so warmly, that after a short resistance she struck. By this time the other came up, and being instantly attacked in the same manner, soon also surrendered. They proved to be la Résistance, of 48 guns and 315 men, and the Constance, of 24 guns and 189 men. The total loss sustained by the enemy was 18 killed and 15 wounded. The British ships had not a man hurt. The prizes were taken into the service; the name of la Résistance was changed to the Fisgard, in consequence of these being two of the French squadron which had recently landed a party of convicts, disguised as soldiers, in the Bay of that name, on the coast of Wales.

Soon after this event, the St. Fiorenzo was fitted up to carry the Princess of Wirtemberg to Germany. Previous to her sailing, the mutineers at the Nore endeavoured to seduce her crew from their duty; but finding their loyalty was not to be shaken, she was ordered to anchor close under the stern of the Sandwich, on board of which was the chief ringleader, Parker. A few days after, much to the honor of her commander, the officers, and patriotic crew, she effected her escape, and proceeded to Harwich. On the 9th June following, the thanks of the merchants, ship-owners, insurers, and others concerned in commerce and navigation, were voted, at a meeting held at the Royal Exchange, to Sir Harry Neale, &c. &c., for their spirited conduct in carrying the ship through the mutinous fleet *.

On the 8th Oct. 1798, the Royal family and a number of the nobility partook of a public breakfast given by Sir Harry on board the St. Fiorenzo, in honor of Sir Horatio Nelson's victory at the Nile.

In the month of April following, the St. Fiorenzo being off Belleisle, in company with the Amelia, discovered three French frigates at anchor in the Great Road, with their topsail yards ready hoisted to come out. A heavy and sudden squall of wind unfortunately carried away the Amelia's main top-mast, and fore and mizen-top-gallant-masts. The enemy, encouraged by this accident, immediately got under weigh,

* For an account of the mutiny at the Nore, see p. 100, *et seq.*

accompanied by a large cutter, and made sail towards the British frigates. Sir Harry Neale, with great firmness and resolution, notwithstanding the disaster which had befallen the Amelia, made the signal to prepare for battle, and manifested a confidence to meet the enemy. When he had run a little to leeward, he shortened sail, that the Amelia, whose crew had by this time with great exertion and activity cleared the wreck, might close and keep under command with her fore and mizen top-sails. The enemy soon arrived up with the British frigates, and a brisk action ensued. As the French ships kept edging down on the islands of Hoat and Hedic, it obliged the English commanders to bear down three times to close with them, by which they became also exposed to the fire of the batteries on these islands. After engaging an hour and fifty-five minutes, the enemy wore and stood in towards the shore, two of them in a shattered condition. The loss sustained by the St. Florenzo was 1 man killed and 18 wounded. The [illegible] 2 slain and 17 wounded. The loss sustained the enemy's squadron is said to have been very severe, but was never correctly ascertained.

This action, as gallant and well fought as any during the war, reflects the highest honor on the officers and men concerned in it. They were so near the land, that they could see the shore lined with spectators. When the enemy retreated the British seamen gave them nine hearty cheers, whilst their own batteries actually fired on them. After the battle, Sir Sir Francis captured a French letter of marque from Cape Francois, laden with sugar, coffee, and indigo.

In the spring of 1801, Sir Harry was appointed to the Centaur of 74 guns; and subsequently to the Royal Charlotte yacht, the command of which he retained until May 1804, when he became one of the Lords Commissioners of the Admiralty. In the ensuing month of July, he vacated his seat at the Board, on being appointed to the Royal Sovereign, a new yacht, from which he afterwards removed into the London of 98 guns, attached to the squadron under Sir John B. Warren.

On the 13th March, 1806, at 3h 30' A. M. the London being to windward of the squadron, fell in with [illegible] the ship and a frigate; and after a running fight which [illegible] from before day-light until 45 minutes after [illegible]

which she was joined by the Amazon, compelled them to strike. They proved to be the Marengo, of 80 guns and 740 men, and Belle Poule, of 40 guns and 320 men, returning to France from the East Indies; these ships being the remainder of the French squadron that had committed so much depredation upon the British commerce in the Eastern hemisphere. In this action, the London had 10 men killed and 22 wounded; the Amazon 4 killed and 6 wounded. The loss sustained by the enemy amounted to 65 slain and 80 wounded; among the latter was the French Admiral Linois.

Early in 1808, Sir Harry Neale was appointed Captain of the Channel fleet, under Lord Gambier. In the following year he was present at the destruction of the French ships in Aix Roads, and in common with the other officers received the thanks of Parliament for his conduct on that occasion. He afterwards commanded the blockading squadron off Rochefort. At the beginning of 1811, we find his flag in the Boyne of 98 guns, on board which ship it remained till the spring of 1813, when he shifted it into the Ville de Paris, a first rate, where it continued until the peace.

Our officer became a Rear-Admiral, July 31, 1810; Vice-Admiral, June 4, 1814; K. C. B. Jan. 2, 1815; and G. C. B. Sept. 14, 1822. He has for many years sat in Parliament as representative for Lymington, in which borough, being lord of the manor, he possesses great influence.

At the funeral of his late Majesty, Sir Harry Neale walked in the procession as a Groom of the Bedchamber.

Residence.—Walhampton, near Lymington, co. Hants.

SIR JOSEPH SYDNEY YORKE,

Vice-Admiral of the White; Knight Commander of the most honorable Military Order of the Bath; Member of Parliament for Reygate; and a Director of Greenwich Hospital.

This officer is the youngest son of the late Right Hon. Charles Yorke, late Chancellor of Great Britain *, by Agne-

* The Honourable Charles Yorke was the second son of Philip, 1st Earl of Hardwicke, and held some high office. He succeeded the seals

ta, second daughter and co-heiress of the late Henry Johnson of Berkhamstead, Esq., and was born in London, June 6th, 1768.

Mr. Yorke entered the naval service Feb. 15th, 1780; and after serving some time as Midshipman in the Duke of 98 guns, commanded by the late Sir Charles Douglas, Bart., removed with that distinguished officer into the Formidable, another second rate, bearing the flag of the late Lord Rodney, to whom he acted as Aid-de-Camp at the great battles fought off Guadaloupe, April 9th and 12th, 1782, in which the French fleet was totally defeated, and Admiral the Count de Grasse, taken prisoner *.

A general peace followed the above glorious event; and the Formidable having returned to England, our young officer, after a short interval, joined the Assistance of 50 guns, Commodore Sir Charles Douglas, stationed on the coast of America; and subsequently the Salisbury of 50 guns, Captain Sir Erasmus Gower, bearing the broad pendant of the late Admiral J. Elliot, in which ship he continued on the Newfoundland station nearly three years, in the capacity of Master's Mate.

Mr. Yorke was promoted to the rank of Lieutenant, June 16th, 1789, and served as such on board the Adamant of 50 guns, Rear-Admiral Sir R. Hughes, Bart. Thisbe frigate, and Victory of 100 guns. In the following year he was elected M. P. for Reygate †, in Surry, in which borough his family has considerable property. Lieutenant Yorke continued in the Victory during the Spanish and Russian arma-

in 1770, and was created a Peer by the title of Baron Morden; but dying before the patent had passed the Great Seal, it did not take effect, and was never afterwards completed, though it had passed through the Privy Seal Office, and every other form. His eldest son however, on the demise of his uncle, the late Earl of Hardwicke, succeeded that nobleman both in title and estates.

* An account of this decisive conflict will be found under the head of Admiral William Peere Williams Freeman, the senior surviving officer of those who were present on that memorable occasion. It is here necessary to remark, that many of the British ships were near the Ville de Paris at the moment of her submission, and among others the Formidable.

† He represented Reygate in Parliament until the year 1806, and was then returned for the borough of St. Germains, Cornwall.

ments; and in the month of February, 1791, was promoted to the command of the Rattlesnake sloop of war, in which vessel he cruised in the Channel, until the commencement of the war with the French Republic, when he was made Post into the Circe of 28 guns, by commission dated Feb. 4, 1793, and placed under the orders of the late Admiral Earl Howe.

The Circe was actively employed in the Channel Soundings, Bay of Biscay, &c; and Captain Yorke had the good fortune to capture several of the enemy's large privateers, and a number of merchant vessels; he also took the Espiegle French corvette close to Brest harbour, and in sight of a very superior French squadron.

In the month of August, 1794, he removed into the Stag of 32 guns; and after serving some time on the above station, and the coast of Ireland, was ordered to join the North Sea fleet, at that period commanded by the late Lord Duncan.

On the 22d Aug. 1795, our officer being in company with a light squadron under the orders of Captain James Alms, gave chace to two large ships and a cutter. At 4h 15′ P. M. the Stag brought the sternmost ship to close action, which continued with much spirit for about an hour, when the enemy struck, and proved to be the Alliance, Batavian frigate of 36 guns and 240 men; her consorts, the Argo of the same force, and Nelly * cutter of 16 guns, effected their escape, after sustaining a running fight with the other ships of the British squadron. In this spirited action, the Stag had 4 men slain and 13 wounded, and the enemy between 40 and 50 killed and wounded.

Captain Yorke continued to command the Stag, and cruized with considerable success against the armed and trading vessels of the enemy, until the month of March, 1800, when he was appointed to the Jason of 36 guns; and in the following year removed to the Canada, 74, which ship formed part of the western squadron during the continuance of the war.

On the renewal of hostilities in 1803, our officer was again called into service, and commanded successively the Prince George, 98, Barfleur, 98, and Christian VII. of 80 guns, (the latter a Danish ship with round quarters built from one of Ad-

* Called the Vleigheld by *James*, but in the Gazette account described as above.

miral Chapman's models,) until June 22, 1810, when he was superseded on being appointed one of the Lords Commissioners of the Admiralty *, on which occasion he vacated his seat in Parliament, but was immediately re-elected. Some time previous to this, when his brother the Earl of Hardwicke obtained the Blue Ribband while Lord Lieutenant of Ireland, Captain Yorke, as his proxy, received the honor of knighthood †.

On the 31st July, 1810, Sir Joseph was advanced to the rank of Rear-Admiral of the Blue; and in the month of Jan. following, he hoisted his flag on board the Vengeur of 74 guns, and assumed the command of a strong squadron, with which, and a large body of troops intended to reinforce Lord Wellington's army in Portugal, he arrived in the Tagus March 4; in consequence of this reinforcement the French army, under Marshal Massena, broke up from Santarem, and began its retreat into Spain. We next find the Rear-Admiral cruizing off the Western Isles, with a squadron consisting of three sail of the line and two frigates, for the protection of the homeward bound East India fleet, the whole of which reached England in safety.

At the general election in Oct. 1812, Sir Joseph Yorke was chosen M. P. for Sandwich ‡. And on the 4th June, 1814, obtained the rank of Vice-Admiral. He was nominated a K. C. B. Jan. 2, 1815; and in the course of the same year presented with the freedom of the borough of Plymouth.

* Captain Yorke's brother, the Right Hon. C. Yorke, formerly Secretary of War and Secretary of State, was about the same time nominated First Lord Commissioner, in which post he continued for two years. During the period of the two brothers sitting at the board, the Break-water in Plymouth Sound was decided upon and commenced; the dock-yard at Pembroke, and the improvements in Sheerness-yard, were also determined upon: the iron tanks, iron cables, and round bows of the ships of war, were generally introduced in the service, together with other essential improvements. Previous to Sir J. Sidney Yorke resigning his seat at the Admiralty, the round sterns were also brought forward, at the suggestion of Sir R. Seppings, and their utility strenuously supported by our officer.

† Philip, Earl of Hardwicke, was made Lord Lieutenant of Ireland in 1801, where his administration was highly approved, and where he gave great satisfaction, by displaying, in very difficult times, much wisdom, firmness, judgment, and moderation. He is a K. G., and stands high in the political world; and as a private man, a father, and husband, his character ranks with the best.

‡ The borough of Sandwich generally returns a naval officer as one of its representatives.

The Vice-Admiral retained his seat at the Board of Admiralty until the month of April 1818, when he resigned it; since which he has been on half-pay. He is at present M.P. for Reygate, having been returned for that borough in the summer of 1818 *, and re-elected in 1820.

Sir Joseph Yorke married, first, in April 1798, Elizabeth, daughter of James Rattray, of Atherstone, in North Britain, Esq.; and by that lady, who died Jan. 29, 1812, has several children, one of whom, Charles Philip, a Commander in the Navy, born April 1799, served as a Midshipman of the Queen Charlotte in the battle of Algiers †, and obtained the commendations of his Captain (Sir James Brisbane) for his conduct on that memorable occasion. Sir Joseph married, secondly, May 22, 1813, Urania, dowager Marchioness of Clanricarde, and daughter of George, twelfth Marquis of Winchester.

* The following lines were addressed to Sir Joseph Sydney Yorke, on his retirement from the Admiralty:

Hail to thee, friend of the storm-beaten tar,
Hail to thee, Yorke! ever faithful and brave;
In peace a consoler, undaunted in war,
Hail to thee, Yorke, from a son of the wave.

Though thy hand be withdrawn from directing the helm,
Though thy voice in the Board-room no longer be heard,
Not a heart of more worth throbs in Albion's proud realm,
Not an Admiral more valued, more loved, and revered.

When old Neptune his Tritons may harness again,
When wild echoes awake that now slumbering lie,
Let thy standard be reared on the high-swelling main,
And with Yorke we'll embark—to conquer or die.

The widow still sigh'd at misfortune's decree,
The tears of the orphan fell frequent, though soft;
These, by some disregarded, were pitied by thee—
And for Yorke grateful wishes shall now soar aloft.

Then hail to the friend of a storm-beaten tar,
Hail to a Chief, ever faithful and brave;
In peace still beloved, and undaunted in war—
Hail to thee, Yorke! from a son of the wave.

AN OLD SHIPMATE.

† See p. 225, *et seq.*

Country Seat.—Sydney Lodge, a beautiful residence, situate on the margin of the Southampton River.

Town Residence.—14, New Burlington Street.

HON. SIR ARTHUR KAYE LEGGE,

Vice-Admiral of the White; Knight Commander of the most honorable Military Order of the Bath, and a Vice-President of the Naval Charitable Society.

THE Legges are descended from a very ancient and honorable family in Venice, where the original stock is said by the Sieur Amelot, in his Hist. de Venice, still to flourish in the highest rank of nobility. A branch of this family migrated to England, some time prior to the reign of Edward II., and was long settled at Legge's Place, near Tunbridge, in Kent. The first of its descendants whom we find particularly noticed, was Thomas, who served the office of Sheriff of London, in the 18th, and Lord Mayor in the 20th and 28th years of Edward III.

The subject of this sketch is the 5th son of William, second Earl of Dartmouth, by Frances Catharine, only child of Sir Charles Gunter Nicholl, K. B. He was born Oct. 25, 1766; entered the naval service at an early age; and in 1781, served as a Midshipman on board the Prince George, bearing the flag of Rear-Admiral Digby, on the American station; in which vessel he had the honor to be a shipmate with the present illustrious Admiral of the Fleet.

At the period of the Russian armament (1791), and from that time until the commencement of the war with the French republic, our officer commanded the Shark sloop, stationed in the Channel. He was promoted to post rank, Feb. 6, 1793, and immediately appointed to the Niger, of 32 guns, which ship was one of the repeaters to Earl Howe's fleet on the glorious 1st June, 1794*.

In the spring of 1795, the Latona frigate, into which Captain Legge had recently removed from the Niger, formed part of the squadron under the orders of Commodore Payne, sent

* See p. 75, *et seq.*

to escort H. S. H. the Princess Caroline of Brunswick to this country †.

About the month of May, 1797, Captain Legge was appointed to the Cambrian, of 40 guns, in which ship he was employed on the French coast, where he captured several large privateers; and in occasional attendance on their late Majesties, at Weymouth, until the close of the war.

Soon after the renewal of hostilities, in 1803, he obtained the command of the Repulse, a new 74, attached to the Western squadron. Early in 1805, he captured a valuable Spanish merchantman off Ferrol; and in the same year, was present in the action between Sir Robert Calder and the combined squadrons of France and Spain‡. On this occasion the Repulse had 4 men wounded, and received considerable damage in her spars and rigging.

Captain Legge was afterwards ordered to the Mediterranean; and in 1807, accompanied Sir John T. Duckworth to the Dardanelles, where the Repulse had 10 men killed, and 14 wounded §.

We next find our officer employed in the expedition to the Scheldt, an account of which will be found under the head of Sir Richard Strachan. Whilst at Flushing, a severe attack of the Walcheren fever obliged him to resign the command of his ship, and return to England, where he arrived about the latter end of 1809.

On the 31st July in the following year, Captain Legge was advanced to the rank of Rear-Admiral, but does not appear to have hoisted his flag until the Spring of 1811, when he was appointed to the command at Cadiz, and proceeded thither in the Revenge, of 74 guns. Previous to his departure from that station, the constitutional magistracy of the city expressed their gratitude for his co-operation in the defence of that island, in the following warm and handsome terms:

"*Cadiz, Sept.* 18, 1812.

"EXCELLENT SIR,—The bravery and enthusiasm with which the illustrious seamen of the naval forces under your Excellency's command have contributed towards the defence of Cadiz, and their hearty union with the Spanish naval force, in all the fatigues and dangers during the siege of this island by the enemy's troops, excite in such a manner the gratitude of the

† See p. 353. ‡ See p. 405. § See p. 316, *et seq.*

inhabitants, that language is insufficient to express the succours and effectual assistance which your Excellency has afforded in all enterprises, and your heroic constancy in annoying the enemy at all points of the opposite coasts, occasioning to them irreparable losses, which will always occupy the memory of the Cadizians, by whom the illustrious name of your Excellency, and your meritorious subalterns, will be an object of the most grateful remembrance. The constitutional magistracy of this city wishes to convey in this paper, with its true efficacy, the esteem and regard of the people of Cadiz for such famous warriors; but which cannot be done to the full extent of their desire: they beg that your Excellency would be pleased to receive the heartfelt expressions of their eternal gratitude.

"Your Excellency, a happy witness of the good conduct of your subaltern officers, of their valour, and indefatigable zeal; knowing the merit of your worthy officers; and affected also with the distinction with which the people of Cadiz beholds them; will have the goodness to signify to them, in the name of the municipal body, who are their representatives, their sincere demonstrations of gratitude. Cadiz, free from the treacherous siege with which the enemy has molested it during thirty months, now enjoys the satisfaction of seeing its independence secure; and a wise constitution restores to the Spaniards their liberty and their rights. These advantages, as well national as allied, are owing to the brave defenders of this island, the English marine, which hath taken so active a part in all operations, not only has deserved the esteem and gratitude of the inhabitants of Cadiz, but also hath rendered itself entitled to the rewards and distinctions of the English nation.

"If your Excellency, by the knowledge of the merit of your captains, officers, and ships' companies of the vessels under your command, especially those of the Flotilla, and of the great fatigues they have undergone in the midst of the greatest dangers, would be pleased to intercede in favor of those meritorious officers, the city of Cadiz, which is so much interested for their welfare, will have the satisfaction of seeing rewards distributed as a recompense for such signal services.

"The constitutional magistracy of this city, have the honor to depute to your Excellency a legation, who by word of mouth, will express the sincere gratitude of the people of Cadiz, and the high consideration with which their representatives offer to your Excellency their respects.

"May God preserve your Excellency many years,

"CAYETANO VALDES, President.

"*To His Excellency A. K. Legge.*"

The Rear-Admiral replied to the above address in the following terms:

"*H. B. M. S. Revenge, Cadiz Bay, Sept. 22,* 1812.

"MOST EXCELLENT SIRS,—I beg, in the name of myself, and the officers and men I have the honor to command, to thank you for the handsome mark of attention you have been pleased to shew us, by sending a deputation from your body on board the Revenge; an honor we shall ever

consider with the highest esteem and gratitude to the loyal and patriotic inhabitants of this noble city.

"In all our endeavours to prevent this city from falling into the iron grasp of the most despotic tyranny that ever disgraced mankind, we have been animated by the example of firmness, constancy, and devotion to the great and glorious cause in which we are mutually engaged, so eminently shewn by the brave people of Cadiz during such a length of time, under circumstances the most distressing and irritating, and to that of the Royal Spanish Marine, with whom we have ever had a pride in co-operating.

"The services of the British officers and men who have so long served in the flotilla in whose welfare you have been kindly pleased to interest yourselves, are duly appreciated by me, and I have not failed to represent them to the notice of the British government.

"That this noble city may long enjoy prosperity, and that freedom which its inhabitants so richly deserve, is, gentlemen, the sincere wish and prayer of your devoted and very obedient humble servant,

"A. K. Legge, Rear-Adm. Com. H. B. M.'s
"ships in Cadiz Bay.

"*Their Excellencies the Aejantamiente of Cadiz.*"

Some time after his return to England, Rear-Admiral Legge was appointed to the command in the river Thames, and hoisted his flag in the Thisbe frigate, off Greenwich, where it continued during the remainder of the war. He was advanced to the rank of Vice-Admiral, June 4, 1814; and nominated a K. C. B. Jan. 2, 1815. At the funeral of our late Monarch he assisted in the quality of a Groom of the Bedchamber.

Residence.—Blackheath, co. Kent.

RIGHT HONORABLE

GEORGE, EARL OF GALLOWAY,

Viscount Garlies; Baron Stewart of Garlies; Knight of the most ancient and most noble Order of the Thistle; Vice-Admiral of the White, and Lord Lieutenant of Kircudbright Stewartry.

This nobleman is descended from Sir John Stewart, of Bonkill, second son of Alexander, sixth Lord High Steward of Scotland, who obtained from King Alexander III. a grant of the lands of Garlies, in 1263 *, succeeded Sir William Wallace in the chief command of the Scots, and was killed at

* Sir John Stewart was grand-uncle of King Robert II., the first Scotch King of the name of Stewart.

the battle of Falkirk, July 22, 1298. The Earldom of Galloway was first conferred by James I. upon Sir Alexander Stewart of Garlies, who had previously been created Lord Garlies, chiefly in consideration of his descent from the noble house of Lennox.

The subject of this sketch is the second son of John, the seventh Earl of Galloway, and first Lord Stewart of Garlies, some time a Lord of the Bedchamber to the late King, by his second Countess, Anne, daughter of the late Sir James Dashwood, Bart. His Lordship entered into the navy at an early age; served as Midshipman with his uncle, Commodore Keith Stewart, at the battle off the Dogger Bank, in 1781 *, and the relief of Gibraltar, in 1782 †.

In 1789, we find his Lordship serving as a Lieutenant of the Aquilon frigate, on the Mediterranean station; from whence, in the spring of the following year, he returned to England as a passenger in one of the Smyrna traders. He afterwards commanded the Vulcan fire-ship, from which vessel he was promoted to post rank on the 30th April, 1793. Being soon after appointed to the Winchelsea frigate, he accompanied the expedition destined for the conquest of the French islands in the West Indies, and received a bad contusion in his face when covering the landing of the army at Grozier bay, Guadaloupe, April 11, 1794. On this occasion his Lordship placed the Winchelsea so well, and laid her so close to a 3-gun battery, that the enemy could not stand to their guns, which were soon silenced.

In the following year, he was removed into the Lively of 32 guns, in which ship Sir John Jervis sailed from England to assume the command in the Mediterranean; and our officer continued on that station until the close of the action off Cape St. Vincent, at which he was present. He brought home Sir Robert Calder, with the account of the victory, and Lord Minto, Viceroy of Corsica, and suite, who were on board during the battle.

About the month of November, 1799, Lord Garlies commissioned the Hussar frigate, at that time fitting out in the Thames; and commanded that ship in the Channel, and on the coast of Ireland, till the spring of 1801, when he removed

* See p. 175. † See pp. 17. 106.

into the Bellerophon of 74 guns, employed in the blockade of Brest, on which service he remained until the suspension of hostilities. Subsequent to the renewal of the war he commanded the Ajax of 80 guns: and during Lord Barham's naval administration we find him holding a seat at the Board of Admiralty, which he relinquished on the demise of the Right Hon. William Pitt. His Lordship was advanced to the rank of Rear-Admiral July 31, 1810; and became a Vice-Admiral Aug. 12, 1819. He succeeded to the title on the demise of his father, in November 1806.

The Earl married, in April 1797, Lady Jane Paget, daughter of Henry, late Earl of Uxbridge, and sister of the present Marquis of Anglesey. His eldest daughter married, Jan. 11, 1819, George, Marquis of Blandford, son of the Duke of Marlborough.

Chief seat.—Garlies, Wigtownshire.

SIR FRANCIS LAFOREY,

Baronet; Vice-Admiral of the White; and Knight Commander of the most honorable Military Order of the Bath.

The immediate ancestor of this officer was Lieutenant-Colonel John Laforey, Governor of Pendennis Castle, only son and heir of Louis Laforey, the descendant from a family of that name in Poictou, and brother to the Marquis de la Forest, who came over with King William, at the revolution.

Governor Laforey died in 1753, and left two sons, the eldest of whom, John, created a Baronet Nov. 3, 1789, married Eleanor, only surviving daughter of Francis Farley, Colonel of the corps of artillery; a member of the council; and one of the judges in the island of Antigua; by whom he had only one son, the subject of this memoir.

Our officer was born at Virginia, Dec. 31, 1767; and in 1791, we find him commanding the Fairy sloop, at the Leeward Islands, where he continued under the orders of his father until the spring of 1793, when he was sent home with an account of the capture of Tobago, an island which had been ceded to the French government, at the preceding peace.

On the 5th June, four days after his arrival, he was promoted to the rank of Post-Captain, and soon after appointed to the Carysfort of 34 guns and 197 men, in which ship, on the 29th May, 1794, he fell in with, and after a well fought action of an hour and a quarter, captured the Castor French frigate (formerly British) of 32 guns and 200 men, 16 of whom were killed, and 9 wounded. The Carysfort had only 1 man slain, and 6 wounded.

Upon the arrival in port of Captain Laforey, the principal officers and commissioners of the navy put in a claim for the prize to be restored to the service, on payment of the customary salvage. To this claim, an opposition was made on the part of the commander, officers, and crew of the Carysfort. The French Captain, in answer to the 4th interrogatory, stated, that he had been appointed to the command of the Castor by the French Admiral, commander of a division of the naval army of the French republic, by whose orders and commission he took possession of her at sea, as of a ship of war in the service of the republic; the said Admiral having been invested with the power and authority to condemn prizes, and to arm, fit out, and equip such ships as he might take, and think calculated for the purpose as ships of war in the service of the French republic, without first sending them to France to pass through any formal process; and that the said frigate, the Castor, had been so armed, equipped, and fitted out accordingly.

The question therefore was, whether, under the circumstances of the case, the recaptors should have the whole of the prize, or only proportional salvage?

Sir James Marriot, judge of the High Court of Admiralty, in a speech of some length, in which he made several observations on the unequal distribution of prize-money in like cases between his Majesty's ships of war, and privateers, wherein the latter are entitled to a sixth, as salvage for re-captures, while the former have only one-eighth; at the same time instanced, that in former wars, ships belonging to his Majesty, re-taken by his Majesty's ships, were entitled to only a salvage of one-eighth. But as there is a general sweeping clause in the latter part of the section in the present prize-act, which says, "That if any ship or vessel re-taken,

shall appear to have been, after the taking of his Majesty's enemies, by them set forth as a ship of war, the said ship or vessel shall not be restored to the former owners or proprietors, but shall in all cases, whether re-taken by his Majesty's ships, or by any privateer, be adjudged a lawful prize for the benefit of the captors."

Sir James Marriot therefore pronounced that the whole value of his Majesty's ship the Castor, re-captured under the circumstances in question, should be adjudged to be lawful prize to the captors.

Captain Laforey was afterwards appointed to l'Aimable, of 32 guns; and in the summer of 1795, conveyed his father to Antigua, he having been re-appointed to the chief command on the Leeward Island station. Early in the following year, our officer removed from the Beaulieu, which frigate he had commanded but a short time, into the Scipio, of 64 guns, and in that ship assisted at the capture of the Dutch settlements of Demerara, Essiquibo, and Berbice, by the squadron under the orders of Commodore Parr, in conjunction with a body of troops, commanded by Major-General Whyte. In the harbour of Berbice were taken, the Thetis, of 24 guns, a cutter of 12 guns, and several merchant vessels, richly laden.

On the 21st April, the day that Demerara surrendered, Rear-Admiral Christian arrived in the West Indies, and relieved Sir John Laforey, who sailed for England in the Majestic, two days after. Unfortunately, he fell a victim to the yellow fever, on the 14th June, two days before the ship made the land. His remains were publicly interred at Portsmouth, on the 21st of the same month.

In the following year, Captain Laforey, who had succeeded to the Baronetcy on the demise of his father, was appointed to the Hydra frigate, stationed on the coast of France.

On the 1st May, 1798, being on a cruize off Havre, in company with the Vesuvius bomb, and Trial cutter, Sir Francis gave chace to a French frigate, a corvette, and cutter. The former endeavoured to effect her escape into Havre; but being hard pressed by the Hydra, and after engaging her for three quarters of an hour, ran ashore, and was destroyed by the British boats the following morning. She proved to be la Confiante, of 36 guns; and by a *role d'equipage* found on

board, manned with 300 men, several of whom were found killed upon her decks; the rest of the crew escaped on shore. The corvette la Vesuve, of 20 guns, escaped; but the cutter was driven on shore and destroyed. This service was effected without any loss on board the English ships.

In 1799 and 1800, the Hydra was employed at the Leeward Islands. On his return from thence, Sir Francis removed into the Powerful of 74 guns, and proceeded to the Baltic to reinforce the fleet in that sea. He afterwards accompanied Sir Charles M. Pole to Cadiz Bay, where he continued until the termination of hostilities. The Powerful subsequently formed part of the squadron of observation sent from Gibraltar to Jamaica, under Captain (now Sir Henry) Darby.

Some time after the renewal of the war, our officer obtained the command of the Spartiate, another 74-gun ship, and again visited the West Indies, from whence he returned with Lord Nelson in pursuit of the combined fleets of France and Spain, and was thus afforded the happy opportunity of participating in the glories of the never-to-be-forgotten 21st Oct. 1805, on which day that great Commander expired in the arms of victory. The loss sustained by the Spartiate, in the battle of Trafalgar, was 3 killed and 20 wounded. Sir Francis Laforey afterwards assisted at the funeral of his heroic chief, and in the procession by water from Greenwich carried the standard in the first barge.

We next find the subject of this sketch employed in the Spartiate, guarding the coast of Sicily; on which service he continued until his advancement to the rank of Rear-Admiral, July 31, 1810. He was then nominated Commander-in-Chief at the Leeward Islands, and proceeded thither in the Dragon of 74 guns. Sir Francis remained on that station until the commencement of 1814. He was created a K. C. B. Jan. 2, 1815; and became a Vice-Admiral, Aug. 12, 1819.

Country seat.—Whitby, co. Devon.

Town residence.—62, George-street, Portman-square.

SIR PHILIP CHARLES DURHAM,

Vice-Admiral of the White; Knight Commander of the most honorable Military Order of the Bath; and Knight of the French Military Order of Merit.

THIS officer is the third son of the late James Durham, of Largo, in Fifeshire, N. B. Esq., and was one of the Lieutenants of the Royal George, bearing the flag of Rear-Admiral Kempenfelt, when that ill-fated ship sank at her anchors at Spithead, by which melancholy accident 900 souls are supposed to have perished, among whom were the Rear-Admiral, several of the officers, and many women and children. Captain Waghorn, Lieutenant Durham, and about 300 others, were picked up by the boats *.

* On the 29th Aug. 1782, the Royal George, of 100 guns, being on the heel at Spithead, overset and sank, by which fatal accident about nine hundred persons were instantly launched into eternity, among whom was that brave and experienced officer Rear-Admiral Kempenfelt.

The Royal George had been careened to have her seams caulked as she lay at anchor, without going into harbour. This surely was a hazardous expedient, especially in a roadstead so much exposed to sudden squalls as Spithead; and the object to be gained by it should have been very important and very evident, to have justified its adoption: and if in this instance it was at all justifiable, the execution of it ought to have been attended to with peculiar care. But the dreadful accident which happened, affords a fatal proof that the proper precautions for security had not been taken. On the above-mentioned day, at six A. M., the weather being fine, and the wind moderate, it was thought a favourable opportunity to heel the ship, and orders for that purpose were accordingly given. By ten o'clock, she was careened sufficiently to enable the workmen to get to the part that leaked; but in order to repair it as effectually as possible, the ship was heeled another streak. After this was done, the ship's crew were allowed to go to dinner; but the dock-yard men continued at their work, and had almost finished it, when a sudden and violent squall took the ship on the raised side, and the lower-deck ports to leeward having been unaccountably left open, the water *rushed in*: in less than eight minutes the ship filled, and sank so rapidly that the officers in their confusion made no signal of distress; nor indeed, if they had, could any assistance have availed, for after her lower ports were in the water, no exertions could have prevented her from going to the bottom. When the Royal George went down there were upwards of 1200 persons on board, including 300 women

At the commencement of the war with France, in 1793, the subject of this memoir commanded the Spitfire sloop, and captured several of the enemy's privateers. On the 24th June in the same year, he was made post into the Hind, of 28 guns, stationed in the Channel.

Early in 1794, Captain Durham, being off the Start, was chaced by six French frigates, one of which approached so near to the Hind as to exchange a few shot, which killed two men and wounded some others. Captain Durham, before the rest could come up, got close in shore, upon which the Frenchmen tacked and stood over to their own coast.

Our officer was soon after appointed to the Anson, a cut-down 64, mounting 46 guns, 24-pounders on the main-deck, long twelves and 42-pounder carronades on the quarter-deck and forecastle. In this ship he was employed for several years on the coasts of France and Ireland, principally under the orders of Sir John Borlase Warren.

In the summer of 1795, the Anson formed part of the armament sent against Quiberon, the proceedings of which will be found in our memoir of Viscount Exmouth *. On the 30th March, 1796, in company with la Pomone, Galatea, and Artois, she fell in with a fleet of seventy sail going for provisions for the French fleet in Brest, under the escort of five frigates, a ship of 22, and a brig of 20 guns. An engagement immediately ensued; but the enemy pushing through the Passage du Raz, the only ships taken were l'Etoile, of 30 guns, and four merchantmen.

On the 27th July, 1797, the Anson assisted at the destruc-

and children. The people who were on deck, to the number of 200 and upwards, were saved by going out on the top-sail yards, which remained above water after the ship reached the bottom. About 70 more were picked up by the boats from the other ships at the anchorage. Rear-Admiral Kempenfelt, the rest of the officers, and about 900 people, were drowned. Repeated attempts have since been made to weigh the Royal George, but in vain.

In the beginning of 1783, a monument was erected in the church-yard of Kingston, in the Island of Portsea, to the memory of Rear-Admiral Kempenfelt, and his fellow sufferers. A large sum of money was also raised by subscription for the relief of the widows, &c. of those who perished.

* See p. 219.

tion of la Calliope French frigate, and capture of part of her convoy laden with naval stores *. At the latter end of the same year, in company with the Phæton, she took la Daphne, of 30 guns and 276 men, in the Bay of Biscay. In the ensuing autumn, the same ships, being off Bourdeaux, captured la Flore, of 36 guns.

After seeing the last mentioned prize safe into Plymouth, Captain Durham was employed watching a French squadron, with a large body of troops on board, destined to join the rebels in Ireland. He kept company for three weeks, experiencing much bad weather, until the enemy appeared off the Irish coast, and were encountered by Sir John B. Warren †. The Anson, in consequence of a press of sail, unfortunately carried away her mizen-mast, main lower, and top-sail yards, on the night of the 11th Oct. 1798, just as she was closing with the sternmost of the French ships; and her Commander, officers, and men, flattering themselves they should be fully repaid for all their fatigue and anxiety. By indefatigable exertions, the ship was got in a state fit for service, and joined in the latter part of the action, engaging five French frigates for a considerable period, and sustaining a loss of 4 officers and 11 men badly wounded, four of the latter mortally. On the 18th of the same month, Captain Durham, in company with the Kangaroo sloop, fell in with, and after a gallantly disputed action of an hour and a quarter, captured la Loire, pierced for 50 guns, mounting 46, with 664 seamen and soldiers, 48 of whom were killed, and 75 wounded. The Anson had 2 men killed and 14 wounded. La Loire had on board cloathing complete for 3000 men, 1020 muskets, 200 sabres, 360 pouches, 25 cases of musket ball cartridges, and one brass field-piece, with a great quantity of ammunition and entrenching tools. She had previously been severely handled and much crippled by the Mermaid, a small frigate commanded by the late Captain Newman.

In addition to the above mentioned national vessels, the Anson, during the time she was commanded by Captain Durham, captured several French and Spanish privateers.

* See Captain JOHN C. WHITE, in our next volume.

† See p. 171.

She was also in occasional attendance on their late Majesties at Weymouth. On the 9th Sept. 1799, a grand naval fête, consisting of a ball and dinner party, was given on board by Captain Durham and his lady, which the royal family honored with their presence.

We next find Captain Durham commanding the Endymion frigate, and employed in escorting the trade from Portugal and the Mediterranean.* In 1802, the Hon. East India Company presented him with a service of plate, value 400 guineas, for his peculiar attention in convoying safe home a large fleet of Indiamen.

On the renewal of the war, in 1803, he was appointed to the Defiance, of 74 guns, the fastest sailing ship of her rate in the British navy. At the latter end of the same year, he recaptured the Flying Fish, from the coast of Africa, laden with ivory, gold-dust, &c.

The Defiance formed part of the force under Sir Robert Calder, in the action with the combined squadrons of France and Spain, July 22, 1805 *; on which occasion she had 1 man killed and 7 wounded. On the ever memorable 21st Oct. in the same year, she sustained a much heavier loss, having had 17 men slain and 53 wounded. Among the latter number was Captain Durham, whose exertions after the battle, in endeavouring to save l'Aigle, a French 74, from being wrecked, were particularly noticed by Nelson's gallant successor, Vice-Admiral Collingwood, in his official despatches.

At the public funeral of his heroic chief, our officer bore the banner of the deceased, as a Knight of the Bath. He subsequently commanded the Renown, of 74 guns, and from her removed into the Colossus of the same force, in which ship he terminated his services as a Captain. His promotion to the rank of a Flag-Officer took place July 31, 1810.

In 1811, we find Rear-Admiral Durham commanding a division of the North Sea fleet, employed off the Scheldt. During the two following years his flag was flying on board the Bulwark, in the Channel. Towards the conclusion of the war, he was appointed Commander-in-Chief at the Leeward

* See p. 405.

Islands, and proceeded thither in the Venerable, 74. On his passage out, in company with the Cyane sloop, he had the good fortune to fall in with, and capture, two French frigates of the largest class, the Alcmene and Iphigenia; the former, in an attempt to board the Venerable, had 32 officers and men slain, and 50 wounded. On the part of the British, 2 seamen were killed and 4 wounded *. A few days previous to the above event, the Venerable had captured le Jason, French letter of marque, from Bourdeaux, bound for New York, with a cargo composed of silks, wines, and other articles of merchandize.

On the 2d Jan., 1815, Rear-Admiral Durham was nominated a K. C. B. In the autumn of the same year, he co-operated with the late Lieutenant-General Sir James Leith, in reducing the island of Guadaloupe, and securing the other French colonies in the West Indies, for Louis XVIII. For this service, he was rewarded with the Cross of the Order of Military Merit of France; and is, we believe, the only British subject who enjoys that mark of distinction.

Sir Philip C. Durham was advanced to the rank of Vice-Admiral, Aug. 12, 1819. He married, first, in 1799, Lady Charlotte Bruce, third daughter and seventh child of Charles, fifth Earl of Elgin, by Martha, only child of Thomas White, Esq., banker in London. Lady Charlotte's mother filled the highly important office of governess to her late R. H. the Princess Charlotte of Wales. Married, secondly, Oct. 16, 1817, the daughter of Sir John Henderson, Bart., of Fifeshire.

SIR ISRAEL PELLEW,

Vice-Admiral of the White; and Knight Commander of the most honorable Military Order of the Bath.

It might be a subject of curious disquisition, to enquire into the origin of this name; but this is rendered totally unnecessary, by the fame attached to it in modern periods, which would have imparted a brilliancy to any name, even of

* See Captains Thomas Forrest, and James Andrew Worth, vol. 2.

the most ancient and illustrious family, and reflected back a splendor, on the most distinguished ancestry, not inferior to that of its proudest actions.

The subject of this memoir is a younger brother of Admiral Viscount Exmouth; and like him, entered at an early age into the naval service. In the month of Jan. 1783, he commanded the Resolution cutter, of 12 guns and 75 men, and captured, after a smart action of an hour and a half, the Flushing, a Dutch privateer, of 14 guns and 68 men, one of whom was killed and six wounded. He soon after attained the rank of Commander, but does not appear to have been employed during the peace that succeeded the contest with our American colonies. It fortunately happened, however, as has been already stated in our memoir of his brother, that he served as a volunteer with that officer on board la Nymphe, at the capture of la Cleopatre; in consequence of which he was promoted to the rank of Post-Captain, June 25th, 1793, seven days after the action.

After acting for some time in the command of la Nymphe, Captain Israel Pellew was appointed to the Squirrel, of 20 guns, employed in the North Sea, where he remained until the spring of 1795, and then removed into the Amphion frigate, in which he served under the orders of Sir James Wallace, at Newfoundland; and on his return from thence, after cruizing some time in the North Sea, was directed to join the squadron of frigates, commanded by Sir Edward Pellew, employed between Falmouth and the French coast. On her passage, the Amphion sustained some damage in a gale of wind, and was obliged to put into Plymouth to refit.

On the 22d Sept. 1796, the Amphion's fore magazine by some accident took fire and blew up; which had such an effect as to rip the upper works in the fore part of the ship to atoms, and she almost immediately sank alongside the sheer-hulk, and close to the dock-yard jetty, in ten fathoms water. The number of persons on board at the time, including visitors of both sexes, was at least 300, not more than 40 of whom were saved, and several of these severely wounded. Captain Pellew, his first Lieutenant, and Captain Swaffield of the Overyssel, were in the cabin at dinner; hearing a kind of

rumbling noise immediately preceding the blowing up, the two former ran into the quarter gallery nearest the sheer-hulk, on whose deck Captain Pellew was instantaneously thrown, whereby he received a severe blow on the head, and a contusion on his breast. The Lieutenant was thrown into the water much wounded. Captain Swaffield, Mr. John Hearle, third Lieutenant, the Master, Surgeon, Lieutenant of Marines, gunner, carpenter, and several midshipmen, perished.

Though the explosion was very great, yet it had but a trifling effect on shore, or even on board the ships near to which she lay. Her masts (excepting the mizen-mast) were shivered almost to pieces, and forced out of the ship; four of her main-deck guns were thrown in upon the hulk's deck; and several bodies, pieces of the wreck, &c. were seen to be thrown as high as her main-top-gallant mast head.

The cause of this dreadful accident in all probability will never be discovered, as it is most reasonable to suppose that the person from whose imprudence it was occasioned, shared the fate of his miserable companions.

Captain Pellew afterwards commanded the Cleopatra frigate, stationed in the Channel, where he captured l'Emilie, French privateer, of 18 guns and 110 men. Towards the latter end of 1798, he escorted a fleet of merchantmen to Halifax, where he continued until the year 1800, and then proceeded to Jamaica.

Whilst on the latter station, the Cleopatra appears to have had more than one narrow escape from destruction. On one occasion, when crossing the Gulph stream, under a reefed fore-sail and mizen stay-sail, in a strong gale, not far to the northward of Cape Hutterus, in a night rendered dark by a deep and jet black thunder cloud, which had obscured the moon; after very vivid lightning and a loud explosion, the wind shifted in a heavy squall, so as to bring the ship up several points, with her head to a very high and much agitated sea, giving her at the same time fresher way through the water. Her first plunge put the whole of the forecastle deep under, and the officers on deck hardly expected to see her rise again. Captain Pellew, who was in his cot, got a severe blow by being dashed violently against the beams. The

ship, however, rose, throwing a vast body of water aft, which burst open the cabin bulk head, breaking loose every thing upon the deck but the guns. In this send aft, the tafferel and after part of the quarter-deck were far under water. Luckily, only part of the after hatchway was open, and no great body of water went below. The fore-sail was hauled up, and the damage found to be only the loss of the jib-boom, sprit-sail-yard, and bumpkins; bowsprit and fore-yard sprung; small cutter carried away from the davits; the spanker boom, and many ropes broke.

Early in 1801, the Cleopatra got aground on the island of Abaco, one of the Bahamas, where she remained three days and nights, and was forced to throw her guns and part of the ballast overboard before she could be got afloat. During the same cruize, and some time previous to this accident, Captain Pellew being off Cuba, in company with the Andromache, sent the boats of the two frigates into Levita Bay, for the purpose of cutting out some vessels which lay at anchor there under the protection of three armed gallies. The enemy, expecting an attack, was prepared for their reception; and on the approach of the boats, discharged such a tremendous volley of grape and langridge as to occasion great slaughter among the assailants, who with intrepid bravery pushed on, and boarded and carried one of the gallies. The incessant fire from the enemy, however, having nearly destroyed all the boats, obliged them to relinquish any further attempt, and retreat to their ships, with the loss of Lieutenant Taylor of the Cleopatra, who commanded the party, and 11 others killed, and 17 wounded.

After this disastrous cruize, Captain Pellew returned to the coast of America, where he continued until the suspension of hostilities. The Cleopatra arrived at Portsmouth, from Halifax, Dec. 6, 1801.

In the spring of 1804, he was appointed to the Conqueror, of 74 guns, stationed in the Channel. Towards the close of the same year, he joined the fleet in the Mediterranean, under the orders of Lord Nelson, whom he accompanied to the West Indies, in pursuit of the combined squadrons of France and Spain. Captain Pellew was also present at the battle of Trafalgar, on which memorable occasion the Conqueror had 3 men killed and 9 wounded.

Our officer was subsequently employed under the orders of Sir Charles Cotton, blockading the Tagus; in which service he continued until the surrender of the Russian fleet *: soon after which he was appointed to superintend the payments of the ships afloat at Chatham. On the 31st July, 1810, he attained the rank of Rear-Admiral; and in the following year accompanied his brother to the Mediterranean, as Captain of the fleet on that station, where he remained till the peace. He was nominated K. C. B. Jan. 2, 1815; and advanced to the rank of Vice-Admiral, Aug. 12, 1819.

ALEXANDER FRASER,

Vice-Admiral of the White, and Equerry to H. R. H. the Duke of Cambridge.

The subject of this memoir is the eldest surviving son of Hugh Fraser, Esq., surveyor of the Customs at Lerwick, in Shetland (and 5th in lineal descent from William, second son of Thomas Fraser, of Strichen, Esq., second son of Alexander fifth Lord Lovat, who died in 1558), by Jane, daughter of the Rev. Thomas Linning, of Walstein. His maternal grandmother was eldest daughter of John Hamilton, of Gilkerscleugh, Esq., descended from the first Marquis of Hamilton.

Our officer was born about the year 1751, and when only nine years of age, entered the naval service on board the Fly sloop, commanded by the late admiral Gayton, with whom he served at the reduction of Belleisle †.

At the conclusion of the war, in 1763, Mr. Fraser returned to school, where he continued until the latter end of the year 1767, when he went as Midshipman of the Mermaid frigate, to America, and remained in her three years; at the expiration of which he was appointed acting Lieutenant of the Bonetta sloop.

* See p. 432.

† Belleisle surrendered June 7, 1761, to the naval and military forces under the respective commands of the Hon. Commodore Keppel, and Major-General Hodgson. The French garrison consisted of 2,600 men, 922 of whom were either killed, wounded, or taken prisoners, during the siege. The loss sustained by the British in effecting this conquest, amounted t 313 killed, and 494 wounded.

Returning to England in the winter of 1772, he passed the usual examination at the Navy Office; and in June 1773, was ordered on board the Royal Oak, of 74 guns, at Spithead, where a fleet had been assembled, and was then to be reviewed by his late Majesty. Not having the good fortune to be in the number of the successful candidates for promotion, which took place on that occasion, Mr. Fraser remained in the Royal Oak till the Autumn of 1774, when he again went to America, as acting Lieutenant of the Scarborough, a 20-gun ship.

When hostilities with the colonists broke out, it was thought fit to destroy some of their seaport towns; and the late Captain Henry Mowat, in the Canceaux, being entrusted with the execution of this service, for which he had a small squadron, and 200 additional marines embarked, Mr. Fraser was ordered on board the Canceaux as Lieutenant. The town of Falmouth, the inhabitants of which had opposed with violence the loading of a mast ship, being the first object, Mr. Fraser was sent on shore with a flag of truce, offering to spare the place on the condition of the rebels delivering up all their artillery and small arms: this not being complied with, the squadron opened a heavy cannonade, and in a short time destroyed 130 dwellings, 278 store and warehouses, a large new church, the court-house, and public library; to complete the demolition of the town, a large body of seamen and marines were landed under Mr. Fraser, who set fire to such parts as could not be destroyed from the ships: in effecting this, he was a good deal annoyed by the Americans from behind hedges, &c.; but being covered by the squadron, he reimbarked the whole party, having only a few wounded.

During the ensuing campaign of 1776, Mr. Fraser was constantly employed in the flat boats at Long Island, New York, &c. (See Sir Andrew S. Hamond), and particularly at the taking of Fort Washington, where he led one of the divisions of boats in which the light infantry were embarked, and which were exposed to a very galling fire of grape and musketry, while waiting for the flowing of the tide to proceed up the creek; on this occasion he had 2 men killed and several wounded in his own boat. At the latter end of the same year he returned to England in the Bristol, with Lord Shuldham,

who had been superseded in the chief command on the American station by Earl Howe.

In 1777, Lord Sandwich, then at the head of the Admiralty, gave Mr. Fraser his first commission, with the flattering compliment—that it was for his services in America. The appointment was to the Hector, of 74 guns, Captain Sir John Hamilton *. In the month of June, 1778, our officer was ordered to take charge of la Licorne French frigate, detained by the Hector, and carried her into Portsmouth harbour. On the 27th of July following, he was present in the action between Keppel and d'Orvilliers †.

The Hector continued with the Channel fleet until 1779, when she was ordered to the West Indies with Sir George B. Rodney. In the summer of 1780, she formed part of a squadron, consisting of four line-of-battle ships, one of 50 guns, and a frigate, sent under the Hon. Captain Cornwallis to escort the homeward bound trade through the Gulf of Florida. After performing that service, Captain Cornwallis cruised off the island of Cuba, and on the 12th June fell in with a fleet of French merchantmen under the protection of eleven sail of the line, and several frigates. In this rencounter the British Commander displayed great nautical skill, drawing up and manœuvring his little squadron with so much judgment, that the French Admiral did not think it adviseable to hazard a close action. Some random shot only passed between them, by which a few men were killed and wounded. Soon after this affair Mr. Fraser exchanged into the Conqueror, 74, as first Lieutenant, being desirous to return to England to join his friend Commodore Johnstone, who had recently been appointed to the command of a squadron destined for the reduction of the Cape of Good Hope. On her passage home the Conqueror lost her main-mast in a hurricane, and was in other respects so much damaged that it became necessary to keep 100 men constantly employed during the remainder of the voyage, baling the water out at the hatchways. By extraordinary exertions, however, she arrived at Spithead, and her Commander (the late Admiral Dickson) ever afterwards de-

* Father of the present Vice-Admiral Sir Charles Hamilton, and Rear-Admiral Sir Edward Hamilton.

† See Note †, at p. 195.

clared that the preservation of the ship was in a great measure owing to the efforts of Mr. Fraser.

Commodore Johnstone having, in the mean time, completed the number of his Lieutenants, Mr. Fraser was induced to accept a commission for the St. Carlos, a 50-gun ship, *armée en flute*, attached to the armament; he was consequently in the skirmish in Porto Praya, when M. de Suffrein surprised the British squadron *; soon after which event he was removed into the Romney, bearing the broad pendant of his patron, with whom he returned to England.

We next find our officer serving as first Lieutenant of the Panther, in the action with the combined fleets, after the relief of Gibraltar in 1782, by Lord Howe. He was afterwards removed into the Ruby, of 64 guns, one of the ships detached from the fleet and ordered to the West Indies. On the passage out, falling in with an enemy's squadron to windward of Barbadoes, the Ruby, after an action of 48 minutes within pistol-shot, took the Solitaire, of equal force, which had 38 men killed, and above 40 wounded, though the Ruby had not a man killed, and but a few slightly wounded.

Soon after the arrival of the Ruby in the West Indies, Lieutenant Fraser joined the Formidable, bearing the flag of Admiral Pigot; but in consequence of peace taking place, he had the mortification of returning to England without any further advancement. He afterwards accompanied Sir R. Hughes in the Adamant to the Leeward Islands, where he continued until the Autumn of 1786. It was on this station he had the good fortune of acquiring the acquaintance and friendship of the late Lord Nelson, who then commanded the Boreas frigate; which continued till the lamented death of that great officer.

In the month of June, 1787, Mr. Fraser was appointed to the Colossus, of 74 guns, which ship he fitted out for the late Sir Hugh C. Christian; and the armament taking place in October, of which Admiral Pigot was to have the command, he removed Lieutenant F. from the Colossus, to be first of his own ship, the Royal Sovereign, at Plymouth. Thus, when the armament ceased, he, on the 1st. Dec. in the same year, at length obtained the rank of Commander, but remained un-

* See p. 268, *et seq.*

employed till the Autumn of 1790, when he was appointed to the Savage sloop, on the Greenock station, where he continued till the latter end of 1792. The Savage was then ordered to the River to assist in carrying to the Nore the newly impressed men; from thence she was sent to join Admiral M'Bride, in the Downs.

At the breaking out of the war with France, Captain Fraser captured la Custine a privateer, and several Danish ships laden with corn bound to that country. In April, 1793, he was directed to take the Ferret sloop and several cutters under his command, and proceed off Ostend: here he received a requisition from the Baron de Mylius, to land and take possession of the town and garrison; with which he complied, and ran the Savage into the harbour, landing about 500 men, partly marines and partly seamen. On the 5th, he received from the Court of Brussels the intelligence, that General Dumourier had arrested Buernonville and the other Commissioners of the National Convention, and sent them to the Count de Clayrfait. This intelligence, of infinite consequence to the war, he instantly transmitted to the Admiralty; and it was received in so very short a time, that Lord Chatham could scarcely believe the officer who brought the despatch. In four days afterwards, the French army refusing to march to Paris with Dumourier, he was himself obliged to fly, which of course put an end to the armistice between the Prince of Cobourg and him. This intelligence Captain Fraser received through the same channel, and was equally fortunate in the speedy transmission of it to the Admiralty. As he necessarily lived on shore, H. R. H. the Duke of York was pleased to order the Commissary-General to pay him one pound sterling per day for his table, which was continued all the time he remained on the station. Sir Charles Ross, with the 37th regiment, relieved him in the command on shore on the 20th April; but he still continued as Commander of the naval department, until the events which succeeded required a greater force, and officers of superior rank, among whom were Admiral M'Bride, Captain (afterwards Sir George) Murray, &c.; previous to which, he was, on the 1st July, 1793, promoted to post rank in the Redoubt, of 20 guns, the Savage's crew turned over into her, and sent to the same station; where he materially

contributed to the defence of Nieuport, by anchoring close in-shore, and firing into the enemy's camp over the sand-hills.

In July, 1794, Captain Fraser was appointed to the Proserpine frigate, attached to the North Sea fleet, under the orders of Admiral Duncan, on which service he continued until Dec. 1795, and then removed into the Shannon, a new frigate of 32 guns, stationed on the coast of Ireland, where he captured the following French privateers: le Duguay Trouin, of 24 guns and 150 men; le Grand Indien, 20 guns, 125 men; la Julie, 18 guns, 120 men; and la Mouche, 16 guns, 122 men.

In 1799, our officer obtained the command of the Diana a 38-gun frigate, in which he escorted a large fleet to the West Indies, where he intercepted several privateers. Having been in the course of one year twice attacked by the yellow fever, he was most reluctantly obliged to resign his ship, and return to England as a passenger in the Invincible.

Captain Fraser's next appointment was to the Berschermer, of 54 guns, employed as a guard-ship in the Swin, until the end of the war. He then joined the Amphion frigate, and conveyed H. R. H. the Duke of Cambridge and suite to Cuxhaven. In 1804, he was appointed to the Weymouth, another frigate; and soon after to the Hindostan, of 54 guns. In her he visited the East Indies, from whence he returned in the summer of 1806, and commanded in succession the Prince, a second rate, and Vanguard, of 74 guns. The latter vessel, commissioned by him in Jan. 1807, formed part of the fleet under Lord Gambier in the expedition against Copenhagen.

When the Commander-in-Chief returned to England with the Danish prizes, Captain Fraser was ordered to remain with the Vanguard, and a considerable number of frigates and sloops, for the blockade of Zealand, and the protection of the trade still remaining in the Baltic. This proved to be a service of much greater anxiety and difficulty than had been foreseen or provided for: not only did the Danes refuse all offers made of reciprocal forbearance, which had been reckoned upon, but fitted out a great number of gun-boats in all quarters, which much annoyed the merchant-ships coming through the grounds, and also the vessels which arrived from England bound up. He succeeded, however, in sending safe through the Sound about 300 sail, giving them ample protection from thence to

Britain. An embargo also took place in the Russian ports as early as the 15th Nov.; notwithstanding which a very few ships only remained, as they met with every facility in getting ready and proceeding, from the Russian government, until the embargo actually took place: the military even assisting in loading the vessels.

Captain Fraser remained off Copenhagen till the 21st. Nov. and then dropt down to Helsinburgh to collect the last ships for the season, and proceed with them to England on the 30th, agreeably to his orders. On his arrival, he found, to his great astonishment, that instead of receiving the thanks of the mercantile world, whose property he had protected, he was called upon to answer the allegations of some of those bodies, who, utterly ignorant of the existing circumstances, either of the continued and decided hostilities of the Danes, or the embargo which had taken place in Russia, had complained that the squadron had left the Sound at too early a period, and even hinted that Captain Fraser had acted contrary to his orders: he had the pleasure, however, of fully satisfying the Admiralty Board, which entirely approved of his conduct.

On the Vanguard being ordered again to Copenhagen, in Jan. 1808, our officer, whose health had been considerably impaired, obtained leave of absence, and soon after the command of the sea fencibles at Dundee, in which he remained until the final discharge of that corps in 1810. On the 1st. Aug. in that year, he was appointed to the William and Mary yacht, and at the same time selected by the Duke of Cambridge to be one of H. R. H's equerries. His advancement to the rank of Rear-Admiral took place Aug. 1st, 1811, and on the 12th Aug. 1819, he was made a Vice-Admiral. At the latter end of the same year, he presided at a meeting of half-pay officers, held at Edinburgh, for the purpose of tendering their services in support of the civil authorities. Their loyal determination was transmitted to the Secretary of State for the Home Department, through the Board of Admiralty.

Our officer married, 1788, Helen, eldest daughter of John Bruce, of Sunburgh, Esq. Advocate, and Collector of the Customs in Shetland. By this lady he had three sons and two daughters; the eldest of the former is an officer in the

Engineers; the second was first Lieutenant of the Magnet sloop, which foundered with all her crew on the passage to America, in Sept. 1812; the youngest was promoted to the rank of Lieutenant, Sept. 5, 1816.

Residence.—Send Lodge, Shetland.

SIR BENJAMIN HALLOWELL,

Vice-Admiral of the White; Commander-in-Chief in the River Medway; Knight Commander of the most honorable Military Order of the Bath, and of the Neapolitan Order of St. Ferdinand and of Merit.

This officer is the son of a gentleman who was the last surviving Commissioner of the American Board of Customs, and died at York, in Upper Canada, Mar. 28, 1799. He entered the naval service at an early age, and was made a Lieutenant by Sir Samuel (afterwards Viscount) Hood, on the 31st. Aug. 1781, five days previous to the partial action off the Chesapeake; on which occasion his ship, the Alcide, of 74 guns, commanded by the late Admiral Sir Charles Thompson, sustained a loss of 2 men killed and 18 wounded.

Soon after this event, Sir Samuel Hood returned with his squadron to the West Indies *, and Lieutenant Hallowell was subsequently removed into the Alfred, another 74, which ship formed part of the fleet under the orders of the same gallant Commander, when attacked by the Count de Grasse at the anchorage in Basseterre Road, Jan. 25 and 26, 1782 †. In the battle of the 9th, and glorious victory of the 12th April following, the Alfred was attached to the red division of Sir George Rodney's fleet, and sustained a loss of 12 men killed,

* Sir Samuel Hood had been entrusted with the command at the Leeward Islands on the departure of Sir George B. Rodney for England, in the month of July preceding; but soon after receiving intelligence, that the Count de Grasse had proceeded with a powerful fleet to the coast of America, he lost not a moment in following him thither, and on the 31st Aug. formed a junction with Rear-Admiral Graves, off Sandy Hook. The action that ensued between the British and French fleets we have already noticed at p. 133.

† The operations of the British fleet during the siege, and after the capture of St. Christopher's, form an epoch in the proud annals of the British navy, and will be found detailed in our memoir of Retired Captain John N. Inglefield.

and 40 wounded, including among the former her Captain, W. Bayne, to whose memory a monument was afterwards erected by order of parliament *. She also formed part of the detachment sent under Sir Samuel Hood in pursuit of the flying enemy, and was consequently present at the capture of two ships of the line, one frigate, and a corvette, in the Mona Passage, on the 19th of the same month.

During the ensuing peace, Lieutenant Hallowell served first in the Falcon sloop, on the Leeward Island station; and subsequently in the Barfleur with Lord Hood, at Portsmouth, until his promotion to the rank of Commander, which took place about 1791. In that and the succeding year, we find him in the Scorpion sloop, stationed on the coast of Africa. At the commencement of the war with the French republic, he was appointed to the Camel store-ship, and proceeded in her to the Mediterranean, where he was removed into the Robust, of 74 guns, the former commander of that ship † having been appointed Governor of Fort la Malgue, on the occupation of Toulon by the allied forces. His post commission bears date Aug. 30, 1793.

In our memoirs of Viscount Keith, Lord Radstock, and Sir W. Sidney Smith, we have already related the proceedings of the British up to the 19th December, on which day the French fleet and arsenal at Toulon were destroyed, and the town evacuated, a measure rendered necessary by the immense assemblage of republicans in its vicinity. The embarkation of the troops on that occasion was successfully performed under the able management of the former officer, aided by the skilful and zealous conduct of Captains Hallowell and Matthews. Subsequent to this event the British fleet anchored in Hières Bay; and Captain Elphinstone having resumed the command of the Robust, Captain Hallowell was appointed to the Courageux, of the same force, in which ship he continued until the return of Captain Waldegrave from England, whither he had been sent with despatches from Toulon.

We next find our officer serving at the siege of Bastia, on which occasion he hadthe charge of the flotilla appointed to watch the mouth of the harbour, and was employed on that

* Captain Bayne was killed on the 9th April. See note at p. 39.

† Captain Elphinstone, now Viscount Keith.

fatiguing service every night until the garrison surrendered *. He subsequently served on shore as a volunteer, under the orders of the heroic Nelson, at the reduction of Calvi; and upon Captain Cunningham being sent to England with the despatches relative to the final subjugation of Corsica, he was appointed to succeed that officer in the command of the Lowestoffe frigate. In Lord Hood's official account of the capture of Calvi, we find the following just tribute of applause paid to his merits: "*The journal I herewith transmit from Captain Nelson, who had the command of the seamen, will shew the daily occurrences of the siege; and whose unremitting zeal and exertion I cannot sufficiently applaud, or that of Captain Hallowell, who took it by turns to command in the advanced batteries, 24 hours at a time; and I flatter myself they, as well as the other officers and seamen, will have full justice done them by the General† : it is therefore unnecessary for me to say more upon the subject.*"

From the Lowestoffe, Captain Hallowell was again appointed to the Courageux of 74 guns, which ship formed part of the fleet under Vice-Admiral Hotham, when that officer encountered the enemy off the Hières Islands, July 13, 1795 ‡. From this period we find no further mention of him until after the evacuation of Corsica, in Oct. 1796 §, when he proceeded in company with the rest of the fleet to Gibraltar, and arrived at that place early in December. On the 19th of the same month the Courageux parted her cables in a violent gale of wind, and drove nearly under the Spanish batteries before she could be brought up. It being absolutely necessary to remove her from so dangerous a situation, she was got under weigh, and made two or three boards under close reefed topsails, with a view of gaining the anchorage in Rosia Bay; but the wind increasing to a perfect hurricane, and the rain falling in torrents, attended by a tremendous storm of thunder and lightning, rendered every attempt abortive. About 9 P. M. being then under her courses, and stretching over to the African coast, she unfortunately ran against the steep shore of Ape's Hill ‖,

* See p. 252.

† Lieutenant-General Stuart, see *ibid.*

‡ See p. 254. § See p. 255.

‖ *Mons Abyla*, remarkable for the number of apes about its summit, on which account it is generally called Ape's Hill.

and in a very few minutes was a complete wreck. By this melancholy accident nearly 500 brave fellows lost their lives, not more than 124 having escaped to relate the unhappy fate of their companions. The survivors lived about a week on a very small quantity of dried beans, and were six days more in marching through the country; at which time, however, the Moors gave them as much bread once a day as they could eat. They at length reached Gibraltar in a state of entire destitution *.

At the time the Courageux was driven from the anchorage in Gibraltar Bay, Captain Hallowell was attending a court-martial. Being made acquainted with her situation, he wished very much to go on board previous to her moving from the neighbourhood of the Spanish batteries; and it being in the power of the Court to release him from his attendance he asked permission to do so; but the President, Vice-Admiral Thompson, refused to comply with his request, and thus the life of a valuable officer was preserved to the service and his friends.

In the memorable action off Cape St. Vincent, Feb. 14, 1797 †, the subject of this memoir served as a volunteer on board the Victory; and Sir John Jervis was so much pleased with his conduct on that occasion, that he strongly recommended him to the Admiralty, and sent him home with the duplicates of his despatches. He was in consequence immediately appointed to the Lively frigate, and again ordered to the Mediterranean station.

On the 28th May, in the same year, the boats of that ship and la Minerve, under the direction of Lieutenant (now Sir Thomas Masterman) Hardy, cut a French brig of war, la Mutine, of 14 guns and 130 men, out of the bay of Santa Cruz, notwithstanding a heavy fire from the town, and a large vessel at anchor there. Captain Hallowell's next appointment was to the Swiftsure of 74 guns, which ship formed part

* The extreme darkness of the fatal night of Dec. 19, and the boldness of that part of the African coast, may readily be conceived when we state that the bowsprit of the Courageux actually struck the shore, and the main-mast after its fall served as a bridge for the small portion of her crew that escaped to pass to the land by.

† See p. 21, *et seq.*

of Sir Horatio Nelson's squadron at the capture and destruction of the French fleet in Aboukir Bay, Aug. 1, 1798 *.

Our officer having been directed to reconnoitre the port of Alexandria, previous to the discovery of the enemy, was prevented assisting at the commencement of the battle; and being afterwards obliged to alter his course, in order to avoid the shoal that had proved so fatal to the Culloden, it was eight o'clock before he got into action, and total darkness had enveloped the combatants for some time, which was dispelled only by the frequent flashes from their guns: the volumes of smoke now rolling down the line from the fierce fire of those engaged to windward, rendered it extremely difficult to take his station: it was scarcely possible to distinguish friend from foe. The Swiftsure was bearing down under a press of sail, and had already got within range of the enemy's guns, when her commander perceived a ship standing out of action under her fore-sail and fore-top-sail, having no lights displayed. Supposing that she was an enemy, he felt inclined to fire into her; but as that would have broken the plan he had laid down for his conduct †, he desisted: and happy it was that he did so; for the vessel in question was the Bellerophon ‡, which had been obliged to withdraw from the conflict. At three minutes past eight the Swiftsure anchored, taking the place that had been occupied by that ship; and two minutes after began a steady and well-directed fire on the quarter of the Franklin, and bow of l' Orient. At 9h 3′ a fire was observed to have broken out in the cabin of the latter; to that point Captain Hallowell ordered as many guns as could be spared from firing on the Franklin, to be directed, and, at the same time, that the marines should throw the whole fire of their musketry into the enemy's quarter, while the Alexander on the other side was keeping up an incessant shower of shot to the same point. The conflagration now began to rage with dreadful fury: still the French Admiral sustained the honor

* See p. 180.

† Captain Hallowell, being aware of the difficulty of breaking men off from their guns when once they have begun to use them, determined not to suffer a shot to be fired till the sails were all clewed up, and the Swiftsure anchored in her station.

‡ See p. 270.

of his flag with heroic firmness; but at length a period was put to his exertions by a cannon ball, which cut him asunder: he had before received three desperate wounds, one on the head, and two in his body, but could not be prevailed on to quit his station on the arm chest. His Captain, Casa Bianca, fell by his side. Several of the officers and men, seeing the impracticability of extinguishing the fire, which had now extended itself along the upper decks, and was flaming up the masts, jumped overboard; some supporting themselves on spars and pieces of wreck, others swimming with all their might to escape the dreadful catastrophe. Shot flying in all directions dashed many of them to pieces; others were picked up by the boats sent to their assistance, or dragged into the lower ports of the nearest ships; the British sailors humanely stretching forth their hands to save a fallen enemy, though the battle at that moment raged with uncontrolled fury. The Swiftsure, whose distance from l'Orient did not exceed half-pistol shot, saved the lives of the First Lieutenant, Commissary, and 10 men. The situation of the Swiftsure and Alexander was perilous in the extreme. The expected explosion of such a ship as l'Orient was to be dreaded, as involving all around in certain destruction. Captain Hallowell, however, determined not to move from his station, though repeatedly urged to do so. He observed the advantage he possessed of being to windward of the burning ship. Captain Ball was not so fortunate; he twice had the mortification to perceive that the fire of the enemy had communicated to the Alexander. He was obliged therefore to change his berth and move a little further off.

About ten o'clock the fatal explosion took place. The fire communicated to the magazine, and l'Orient blew up with a crashing sound that deafened all around her. The tremulous motion, felt to the very bottom of each ship, was like that of an earthquake; the fragments were driven such a vast height into the air, that some moments elapsed before they could descend; and then the greatest apprehension was formed from the volumes of burning matter which threatened to fall on the decks and rigging of the surrounding ships. Fortunately, however, no material damage occurred. Two large pieces of the wreck fell into the fore and main-tops of the Swiftsure;

but happily the men had been withdrawn from those places.

An awful silence reigned for several minutes, as if the contending squadrons, struck with horror at the dreadful event, which in an instant had hurled so many brave men into the air, had forgotten their hostile rage in pity for the sufferers. But short was the pause of death: vengeance soon roused the drooping spirits of the enemy. The Franklin again opened her fire on the Defence and Swiftsure, and thus gave the signal for renewed hostilities. Captain Hallowell being disengaged from his late formidable adversary, had leisure to direct the Swiftsure's whole fire into the quarter of the foe who had thus presumed to break the solemn silence; and in a very short time, by the well-directed and steady fire of these two ships, and the Leander on her bows, the Franklin was obliged to call for quarter.

The Alexander and Majestic, and occasionally the Swiftsure, were now the only British ships engaged; but Captain Hallowell, finding that he could not direct his guns clear of the former, and fearful lest he should fire into a friend, desisted, although he was severely annoyed by the shot of the French ship Tonnant, which fell thick about him. About three o'clock on the morning of the 2nd August, the firing ceased entirely, both squadrons being equally exhausted with fatigue. It was, however, subsequently renewed between the rear of the enemy and a few of the British ships. In the morning of the 3d, there remained in the bay only the Timoléon and Tonnant of the French line, that were not captured or destroyed. The crew of the former escaped in their boats after setting fire to her; the latter struck without further resistance, just as the Swiftsure was in the act of casting, for the purpose of supporting the Theseus and Leander, which ships had already approached the enemy. This completed the conquest of the French fleet. The loss sustained by the Swiftsure was 7 men killed, and 22 wounded. On going into action she received a shot several feet under water, which proved a considerable annoyance; the chain-pumps were obliged to be kept constantly at work, nor could the leak be kept completely under; she had four feet water in the hold from the commencement to the end of the battle.

On the 8th, Captain Hallowell took possession of Aboukir Island, and brought off 2 brass 13-inch mortars, and 2 12-pounders of the same metal. The iron guns he threw into the sea, and destroyed the platforms. On the 10th a vessel was discovered in the offing; the Swiftsure was ordered to chase, and immediately got under weigh; in the evening Captain Hallowell came up with, and took her; she proved to be la Fortune corvette, of 16 guns and 70 men *. On the same day Sir Horatio Nelson, who had been wounded in the late battle, wrote to Earl St. Vincent from the mouth of the Nile; and in his letter we find the following passage: "*I should have sunk under the fatigue of refitting the squadron, but for* TROUBRIDGE, BALL, HOOD, *and* HALLOWELL: *not but all have done well; but these are my supporters.*"

Subsequent to the departure of Rear-Admiral Nelson from the shores of Egypt, the Swiftsure formed part of a squadron under the orders of Captain (afterwards Sir Samuel) Hood, employed in co-operation with the Turks and Russians, in harassing the French army, on which service Captain Hallowell remained until Feb. 14, 1799, when he sailed for Palermo, where he joined his gallant chief on the 20th of the following month †.

* On board of la Fortune were several officers, and amongst the rest a Surgeon on the staff, who, it seems, had suffered his sense of the dangers and difficulties he was exposed to by the expedition, to get the better of his prudence, and had expressed his disapprobation of it with so much acrimony that General Buonaparte had, by way of punishment, put him into the corvette, bound on a cruize off Damietta. As soon as he was informed of the event of the battle in Aboukir Bay, and that his brother was killed on board l'Orient, he threw his snuff-box overboard, and expressed the most lively sorrow; when suddenly recovering himself with the observation, "*c'est la fortune de la guerre,*" he turned to the spectators and said he would amuse them, and instantly pulled from his pocket a ludicrous figure of a monk, with which he so entertained himself and them, that in a few moments all care for his brother, his country, or himself, now a prisoner, was forgotten.

† Lord Nelson had recently escorted the Neapolitan Court from Naples to Palermo. Soon after his Lordship's arrival at the former place, after the discomfiture of the French fleet, his Sicilian Majesty formed a design of driving the republicans from the frontiers of his dominions, as well as from the Papal States. Accordingly, having collected a large army, amounting, it is said, to 100,000 men, he made rapid marches, and soon came up with the enemy's forces; but, though he might now have sur-

Eleven days after her arrival at Sicily, the Swiftsure sailed for Naples, in company with three other ships of the line and some smaller vessels, the whole under the command of Captain Troubridge, of the Culloden. On the 2d April they stood into the Bay; and as it was known that many of the inhabitants were desirous of returning to their allegiance, Captain Hallowell, accompanied by the Hon. Mr. Rushout, now Lord Northwick, whose acquaintance with the country as well as with the Italian language proved of great service on many occasions, landed on the isle of Procida. They were received with enthusiastic joy, and ascended to the castle amidst the acclamations of the people: the French tree of liberty was cut down, the tri-coloured flag struck, and the royal Neapolitan ensign hoisted in its stead. In the mean time the squadron anchored between Procida and the main; a party of marines were sent to Ischia to take possession of that island, and the fort was given up to them without opposition.

The squadron continued in the vicinity of Naples until the 15th May, when it returned to Palermo, and from thence proceeded on a cruize off Maritimo. On the 23d of the same month, Captain Hallowell presented Lord Nelson with a *coffin* made from the wreck of l'Orient, accompanied by the following letter:

"*My Lord.—I have taken the liberty of presenting you a coffin made from the main-mast of l'Orient, that when you have finished your military career in this world, you may be buried in one of your trophies—but that that period may be far distant, is the earnest wish of your sincere friend,*

"BEN. HALLOWELL."

rounded them, he contented himself with ordering them to evacuate his own territories and those of the Holy Pontiff. The French retreated till they reached Rome; where, fortifying themselves in the castle of St. Angelo, they resolved to defend themselves, and retire no farther. From some unknown cause, the King suddenly retreated with much expedition to Naples, and his late numerous army as suddenly disappeared. His Majesty having embraced a plan of setting up the military commissions to sale, and many persons having bought their rank, though they were known to possess no property, it is believed that the French lost not the opportunity to furnish them with the money. The consequence is obvious. Of course they took good care not to act against their benefactors.

On the bottom of this singular present was pasted a certificate written on paper, to the following effect: "*I do hereby certify, that every part of this coffin is made of the wood and iron of l'Orient, most of which was picked up by his Majesty's ship under my command, in the Bay of Aboukir.* BEN. HALLOWELL *."

"*Swiftsure, May* 23, 1799."

The astonishment that prevailed amongst the crew of the Vanguard, Lord Nelson's flag ship, when they were actually convinced it was a coffin which had been thus conveyed on board, will be long remembered by their officers: "*We shall have hot work of it indeed,*" said one of the seamen; "*you see the Admiral intends to fight till he is killed, and there he is to be buried.*" Lord Nelson highly appreciated the present, and for some time had it placed upright, with the lid on, against the bulk-head of his cabin, behind the chair on which he sat at dinner, and viewed it with the undaunted mind of a great warrior. At length, by the tears and entreaties of an old servant, he was prevailed on to allow its being carried below. When his Lordship left the Vanguard, the coffin was removed into the Foudroyant, where it remained for many days on the gratings of the quarter-deck. Whilst his officers were one day looking at it, he came out of the cabin: "*You may look at it, Gentlemen,*" said the hero, "*as long as you please; but depend on it none of you shall have it.*"

In the month of June, 1799, Lord Nelson having been reinforced by a squadron under Rear-Admiral Duckworth, proceeded to Naples, where he arrived on the 24th, and found that a treaty had been signed between Cardinal Ruffo, and the insurgent Neapolitans, by which the latter consented to

* It has been stated in several publications, that the words of the above mentioned certificate were engraved upon a brass plate affixed to the coffin: so far from that having been the case, Captain Hallowell carefully avoided using any material that did not actually belong to the mast. He therefore had staples made of the spikes drawn from the cheeks; these staples were driven into the edge of the coffin, and when the lid was put on, toggles were put into the staples to secure it down, and thus prevent the necessity of using nails or screws for that purpose. The nails in the coffin were also made from the spikes taken from the mast.

capitulate, on condition that they should be allowed to march out of the castles Nuovo and Uovo, with the honors of war, and be provided with vessels to transport themselves and families, with their property, to France. This treaty his Lordship set aside, as his Sicilian Majesty had ordered that no terms were to be entered into with the rebels, but that their surrender was to be unconditional. They were accordingly brought into the fleet, disarmed, and their leaders placed in irons.

The enemy still retaining possession of the castles of St. Elmo, Gaieta, and Capua, preparations were instantly made for their subjugation; and on the 29th June, the trenches were opened before the former fortress, under the direction of Captain Troubridge, who had been selected to conduct the operations on shore; and the place was summoned to surrender: but the Commandant, M. Mejan, determined to stand a siege. At first, Captain Ball, of the Alexander, was second in command; but that officer's services being required at Malta, his place was most ably supplied by the subject of this memoir.

On the 3d July, a battery of three 36-pounders and four mortars, was erected about a hundred toises from the walls of St. Elmo; also a battery of four 36-pounders was constructed at the opposite angle, by a body of Russians belonging to the army of General Suvorof. Some Turkish auxiliaries were at the same time employed in guarding particular dépôts, and in the main behaved very well.

It was the intention of the British commander to storm the castle in different places, as soon as practicable breaches could be made. On the 5th, another battery of two 36-pounders was opened. In the mean time, the three-gun battery being entirely destroyed, and the guns dismounted, Captain Hallowell was directed to erect another at the distance of ninety toises from the walls. The quick and well-directed fire of this new battery (which was admirably constructed, and cost immense labour *,) aided by a smart cannonade from the

* In front of one of the embrazures of this battery stood a tree, which it was necessary to remove. The Neapolitan labourers did not at first like to expose themselves by going to cut it down. Captains Troubridge and Hallowell, with Colonel Tchudy a Swiss, and M. Monfrere, an emigrant of

others, induced the enemy to surrender; and an officer appeared on the walls with a white flag. The terms of capitulation were soon agreed on; and the French marched out and delivered up the castle to the British *. Commodore Troubridge next proceeded to Capua, accompanied by Captain Hallowell, and took the command of the motley force before that place; batteries of guns and mortars were erected, and on the 25th, opened their fire upon the enemy, who returned it with equal spirit; but from the rapid approach of the besiegers, whose trenches were advanced on the following day to within a few yards of the glacis, they were at length induced to capitulate; and on the 29th, the garrison marched out and grounded their arms †. Gaieta immediately afterwards surrendered to Captain Louis of the Minotaur; and the whole kingdom of Naples was thus delivered from the yoke of the French—an event principally brought about by British sailors.

The enemy, however, still occupied the Roman States; from which, according to their own admission, they had extorted, in jewels, plate, specie, and requisitions of every kind, to the enormous amount of 8,000,000*l.* sterling: yet they affected to appear as deliverers among the people whom they were thus cruelly plundering; and they distributed portraits of Buonaparte, with the blasphemous inscription—"*This is the true likeness of the holy saviour of the world* ‡." The people, detesting the impiety, and groaning beneath the exactions of these perfidious robbers, were ready to join any regular force that should come to their assistance; but they dreaded Cardinal Ruffo's rabble ‡, and declared they would

great merit and abilities, advanced before the works, to encourage them by their example; being perceived by the enemy on the walls, a gun loaded with grape was levelled at them with such precision, as actually to cut the boughs and strike the ground between their legs, yet providentially not one of them was hurt.

* The fort of St. Elmo is hewn out of a rock, towards the west of the city of Naples. Its subterraneous works are wide, lofty, and bomb-proof; and it has eight reservoirs for water. The harbour is spacious, with a canal and a mole nearly 500 paces in length; and, on the whole, it is a place of great strength.

† Capua is situated fifteen miles north of Naples.

‡ Cardinal Ruffo, a man of questionable character, but of a temper

resist him as a banditti, who came only for the purpose of pillage. Lord Nelson perceived that no object was now so essential for the tranquillity of Naples as the recovery of Rome, which, in the present state of things, when the Russians were driving the French before them, would complete the deliverance of Italy. He therefore sent the Swiftsure to Civita Vecchia, to offer the garrison there, and at Castle St. Angelo, the same terms which had been granted to Gaieta, &c.

The Swiftsure sailed from Naples on the 7th Aug., and on her arrival off Civita Vecchia a French officer of distinction came on board with a flag of truce; but nothing was then decided. Captain Hallowell, however, subsequently entered into a negotiation, and had paved the way for the enemy's surrender, when he was taken from his station by Captain Foley of the Goliath; that ship, together with the Swiftsure, being ordered by Lord Keith to proceed to Gibraltar *.

Our officer soon after received the insignia of the Neapo-

fitted for such times, had raised what he called a Christian army, composed of the best and the vilest materials; loyal peasants, enthusiastic priests and friars, galley slaves, the emptying of the jails, and banditti.

* Captain Hallowell was succeeded on the Roman coast by Captain Louis, who was afterwards joined by Sir Thomas Troubridge. The French, seeing that all hopes of defending themselves successfully against the united powers that attacked them on all sides, were at an end, and thinking to obtain better terms from the English than the Austrians, proposed terms to the latter officer, with that effrontery which characterizes their public proceedings, but which is as often successful as it is impudent. They had a man of the right stamp to deal with. Their ambassador at Rome began by saying, that the Roman territory was the property of the French, by right of conquest. The British Commodore settled that point, by replying, "It is mine by reconquest." A capitulation was soon concluded for all the Roman States, and Captain Louis rowed up the Tiber in his barge, hoisted English colours on the Capitol, and acted, for the time, as Governor of Rome. The prophecy of Father M'Cormick, an Irish Franciscan, was thus accomplished. On Nelson's return to Naples from Aboukir, this man predicted, that the Admiral would take Rome with his ships. The hero reminded him that ships could not ascend the Tiber: but the friar, who had probably forgotten this circumstance, met the objection with a bold front, and declared he saw that it would come to pass notwithstanding. Nelson, who was struck with the oddity of the circumstance, and not a little pleased with it, obtained preferment for him from the King of Sicily, and recommended him to the Pope.

litan Order of St. Ferdinand and of Merit, and a box with the royal cypher set in diamonds, as a reward for the services he had rendered to the Sicilian monarch *.

The Swiftsure, after touching at Palermo, Minorca, and Gibraltar, proceeded to Lisbon, at which place she arrived on the 30th Nov. in company with the Leviathan, Powerful, Vanguard, and Bellerophon, the whole under the orders of Rear-Admiral Duckworth. On the 6th Dec. the squadron again put to sea, and cruized for some time, in very stormy weather, on the coast of Spain, during which Captain Hallowell captured two merchant vessels. In the month of Feb. 1800, after once more visiting the Tagus, he accompanied the same detachment to Gibraltar, where, as the Swiftsure had suffered a great deal in the late gales, it was thought necessary to caulk and repair her, for which purpose she was taken into the Mole.

We next find Captain Hallowell cruizing with Rear-Admiral Duckworth, in order to intercept a fleet about to sail from Cadiz for Lima; and on the 5th April the squadron had the good fortune to fall in with it. Two frigates and several merchantmen were captured; but the Sabina, a fine frigate richly laden, and four merchant vessels, got off. Had not the Swiftsure been sent in chase to the southward, in all probability not one of them would have escaped. The prizes had quicksilver on board, to the amount of 140 tons, which was intended to work the mines of Peru and Mexico. Five days after this event, Captain Hallowell took a Spanish schooner from Malaga bound to Vera Cruz, which had taken shelter under the guns of the Moorish Castle of Larache, but put to sea again as soon as the remainder of the squadron left the African coast on their return to Gibraltar. The Swiftsure subsequently received the flag of Sir Richard Bickerton; who after blockading Cadiz for some time, proceeded in her to Alexandria, where he removed into the Kent, of 74 guns.

Although the Swiftsure had been in a very leaky condition

* The Order of St. Ferdinand and of Merit was instituted by the King of the Two Sicilies, in compliment to his English allies. His Majesty placed himself at the head; Lord Nelson was created a Knight Grand Cross; and Captains Troubridge, Louis, Ball, Hood, and Hallowell, Knights Commanders; and what rendered this flattering mark of distinction more gratifying, the King at the same time wrote a letter to each of those officers, expressing the sense he entertained of their services.

for a long time, yet she was obliged to retrace her steps to the Egyptian coast without receiving the repairs she stood in need of. At length Lord Keith sent her with a convoy of cartels and light transports, from the Bay of Aboukir to Malta. Captain Hallowell on the passage received intelligence of a strong squadron of the enemy being in those seas. Prompted by a laudable zeal for the service, and considering the comparative insignificance of his charge, he formed the resolution to quit it, and make the best of his way to reinforce Sir John B. Warren, then lying at the latter place. Unhappily, on his passage he fell in with the hostile squadron on the 24th June, 1801. Perceiving the very superior force of the enemy, he endeavoured to escape from them; but the leaky and foul condition of the Swiftsure was ill-matched for the fast sailing Frenchmen. Captain Hallowell, finding there was no prospect of getting away from them by keeping on a wind, determined to bear down and engage the ships to leeward, consisting of two sail of the line and a frigate, in hopes that if he crippled them he might obtain his object; but in this he was disappointed. The Indivisible, of 80 guns, bearing the flag of Rear-Admiral Ganteaume, and the Dix-Août, 74, being in close order, and within half gun-shot of the Swiftsure, opened their fire: this was instantly returned, and a severe action took place, and continued, notwithstanding the great disproportion of force, for an hour and seven minutes, during which Captain Hallowell made several efforts to get to leeward of his opponents, but their superior sailing baffled every attempt.

The other two line-of-battle ships, the Jean Bart and Constitution, of 74 guns each, now tacked in order to fetch into the Swiftsure's wake, and were ranging up on her quarter within gun-shot, reserving their fire till they closed, when, her masts, yards, and rigging being cut to pieces, the decks lumbered with the wreck, all hopes of escape cut off, and no prospect of succour presenting itself, Captain Hallowell, to avoid further useless effusion of blood, determined to surrender to superior numbers; and with pain, as he truly expressed himself, he ordered the colours, which he could no longer defend, to be hauled down.

The Frenchman's principal object having been to dismantle the Swiftsure, her loss in killed and wounded was not so great

as might have been expected: only 2 men were killed, and 8, including Lieutenant Davis, wounded, 2 of them mortally: but the ship was so much cut up, that although the whole of the artificers of the French squadron were employed in repairing her damages, it was six days before the Indivisible, by which ship she had been taken in tow, cast her off to make sail. The enemy's loss amounted to 33 killed and wounded.

When Lord Keith despatched the Swiftsure for Malta, he took out many of her best men, by which means she was 86 short of complement, besides having 59 sick on board, from a bad fever brought off by those who had acted with the army before Alexandria. Had it been Captain Hallowell's good fortune to have had with him such a force as might have attacked the French squadron with any fair estimate of success, the result cannot be questioned *.

In his public letter, our officer speaks highly of the handsome treatment received from the French Rear-Admiral, who did every thing in his power to render the situation of his prisoners as comfortable as possible; and in M. Ganteaume's account of the action, the gallant defence of the Swiftsure was correctly admitted.

Having obtained permission to return from Toulon to Minorca on his parole, a court-martial was assembled, Aug. 18, 1801, on board the Généreux, at Port Mahon, to try Captain Hallowell for quitting the convoy, and for the loss of his ship. After a minute investigation, the court were of opinion, and it appeared to them from the narrative of Captain Hallowell, supported by the best possible evidence to be obtained, that the fleet under his charge was of very little importance in any point of view; that his determination to leave the said fleet and join Sir John B. Warren, was dictated by sound judgment and zeal for the service of his King and Country; and the Court were farther of opinion, that the loss of the Swiftsure was unavoidable, and that the conduct of Captain Hallowell, his officers and ship's company, in her defence, was highly meritorious, and that Captain Hallowell displayed great judgment in the mode he adopted, to avoid so superior a force, and equal gallantry in the execution of the plan so formed; they did there-

* The Swiftsure was retaken at the glorious battle of Trafalgar.

fore adjudge him and them to be HONORABLY ACQUITTED of all blame on the occasion.

During the ensuing peace Captain Hallowell was appointed to the chief command on the coast of Africa, and proceeded thither with his broad pendant in the Argo, of 44 guns. Touching at Barbadoes, on his return to Europe, he there learnt that hostilities were likely to be renewed between Great Britain and France; and Sir Samuel Hood, the Commander-in-Chief on that station, being daily expected from Antigua, he resolved to await the arrival of that officer, whom he afterwards accompanied on an expedition against St. Lucia and Tobago *.

"*To Captain Hallowell's merits,*" says the Commodore, in his official despatch relative to the conquest of the former of these islands, "*it is impossible for me to give additional encomium, as it is so generally known; but I must beg leave to say, that on this expedition his activity could not be exceeded; and by his friendly advice I have obtained the most effectual aid to this service, for which he has been a volunteer; and after the final disembarkation, proceeded on with the seamen to co-operate with the army.*" In a subsequent letter from Tobago, Sir Samuel Hood thus expresses himself: "*The royal marines and a body of seamen were landed to co-operate with the army, under the command of Captain Hallowell; and it is scarcely necessary for me to add, his zeal and exertions were equally conspicuous as on the late expedition to St. Lucia. He is charged with this despatch, and will give their Lordships any further information they may desire on the subject.*"

The Argo sailed from Tobago early in July, and arrived at Portsmouth on the 14th Aug. At the commencement of the following year Captain Hallowell proceeded in the same ship to Aboukir, with Elfi Bey, an artful and designing Chief of the Mameloucs; who being obliged to leave Egypt, had endeavoured to impose on the liberality and integrity of the British

* On the 20th June, 1803, an expedition, under the command of Lieutenant-General Grinfield and Commodore Hood, sailed from Barbadoes against St. Lucia; and on the 22d, the fort of Morne Fortunée was carried, which was followed by the unconditional surrender of the whole island. The armament then proceeded to Tobago, which capitulated on the 1st July.

nation. Our officer, on returning to Malta, in his letters to Earl St. Vincent and Viscount Nelson, entered at considerable length on the insidious character of this Bey, and transmitted much valuable information respecting the then state of Egypt. In the ensuing summer he escorted the homeward-bound trade from the Mediterranean to England; and immediately on his arrival was appointed to the Tigre, of 80 guns, in which ship he returned to the Mediterranean, and from thence accompanied his friend Nelson to the West Indies, in pursuit of the combined fleets of France and Spain *.

We next find Captain Hallowell commanding the naval part of an expedition sent from Messina in the spring of 1807, destined to take possession of Alexandria. The troops, consisting of about 5,000 men, under the orders of Major-General Fraser, were landed on the 17th and 18th March, near the ravine extending from lake Mareotis to the sea. As soon as the whole were collected and formed, they moved forward and attacked the enemy's advanced works, which were carried with little loss. The British force then went round by Pompey's Pillar, to the southward; and on the afternoon of the 20th, finding that farther opposition would be useless, the Governor offered to capitulate. Terms were accordingly agreed upon; and, on the 21st, the place was in the full possession of the English. In the old or western port were taken two Turkish frigates and a corvette, all mounting brass guns; one of the former carrying 40, the other 34, and the corvette 16. Major-General Fraser thus speaks of the assistance he received from his naval co-adjutor on this occasion: "To Captain Hallowell, and the officers and seamen of H. M. S. Tigre, I cannot sufficiently express my acknowledgments for the assistance they afforded me, and for the readiness with which they stood forward on all occasions. Captain Hallowell landed and marched with me to the attack of the enemy's retrenchments, and to the very gates of the city, and remained on shore until the place surrendered; from his advice and local knowledge I derived much useful information."

Subsequent to the evacuation of Egypt by the British, which took place in September following, the Tigre appears to have been principally employed in watching the port of Toulon,

* See Vice-Admiral Sir PULTENEY MALCOLM.

but without any event of importance occurring until Oct. 21, 1809; when, in company with a squadron under Sir George Martin, she drove on shore three French line-of-battle ships and a frigate near the mouth of the Rhone *. On the 30th of the same month, Captain Hallowell was entrusted with the command of a detachment from Lord Collingwood's fleet, sent to attack some armed vessels and transports that had separated from the above ships and made for the Bay of Rosas. The enterprise proved successful; and at day-break on the morning of Nov. 1st, every one of the enemy's vessels was either burnt or brought off, notwithstanding the protection afforded them by the Castle of Rosas, Fort Trinity, and several newly erected batteries. The convoy thus intercepted was from Toulon, bound to the relief of Barcelona, then in the possession of the French, and which had long been besieged by the Spaniards †.

At the general promotion, July 31, 1810, Captain Hallowell was nominated a Colonel of Royal Marines; and he continued to command the Tigre until his advancement to the rank of Rear-Admiral, which took place Aug. 1st. in the following year. He soon after hoisted his flag in the Malta, of 84 guns; and in Jan. 1812, again went to the Mediterranean, where he remained until some time after the conclusion of the war, during the latter part of which he commanded the squadron employed in co-operation with the patriots on the south coast of Spain.

On the 2d Jan. 1815, our officer was created a K. C. B. He subsequently obtained the chief command on the Irish station, which he held during the customary period of three years; and in the summer of 1821, succeeded Sir John Gore as Commander-in-Chief in the River Medway, where his flag is now flying on board the Prince Regent, of 120 guns. His commission as Vice-Admiral bears date Aug. 12, 1819.

Sir Benjamin Hallowell married, Feb. 17, 1800, a daughter of Commissioner Inglefield, of Gibraltar Dock-yard. His eldest son obtained the rank of Lieutenant, Aug. 30, 1820, and is now serving as his flag officer ‡.

* See p. 282.

† See Captain JOHN TAILOUR, in our next volume.

‡ In 1801 the late Rev. Cooper Willyams, formerly Chaplain of the Swiftsure, published a Work entitled "A Voyage up the Mediterranean," con-

RIGHT HONORABLE

LORD AMELIUS BEAUCLERK,

Vice-Admiral of the White; Knight Commander of the most honorable Military Order of the Bath; and Fellow of the Royal Society.

THIS officer is the third son of Aubrey, fourth Duke of St. Albans, by Lady Catharine Ponsonby, daughter of William, second Earl of Besborough, and grand-daughter of William, third Duke of Devonshire. His Lordship was born about the year 1768, and entered the naval service on board the Jackall cutter, commanded by Lieutenant Bailley, in June 1782. After serving for twelve months in that vessel, he removed into the Salisbury, and proceeded with the late Vice-Admiral John Campbell * to the Newfoundland station, where he continued during a period of two years; and subsequently joined the expedition bearing the broad pendant of Commodore (afterwards Lord) Gardner †, whom he accompanied to the West Indies.

taining the most minute and authentic account of the Battle of the Nile, and all that occurred immediately before and subsequent to it, with many of the operations by land as well as by sea; to which interesting volume the Editor of this compilation acknowledges himself indebted for the aid it has afforded him in drawing the foregoing sketch of Sir Benjamin Hallowell's services.

* Vice-Admiral Campbell died, Dec. 16, 1790. He was a Midshipman on board the Centurion, when she made her voyage round the world, under the late Lord Anson. His character for valour was established in the memorable defeat of the Marquis de Conflans, in 1759, when he served as Captain to Sir Edward Hawke. Captain Campbell was, on that occasion, despatched to England with intelligence of that glorious victory. He was a man of modest unassuming disposition, and preserved his original simplicity of manners, although living in habits of association with the first people in the kingdom. It is this gentleman of whom the humorous anecdote has been told, that upon this or some similar occasion, Lord Anson, as they were going in his Lordship's carriage to carry the news to the King, said, "*Captain Campbell, the King will knight you, if you think proper.*"—"*Troth my Lord,*" said the Captain, who retained his Scotch dialect as long as he lived, "*I ken nae use that will be to me.*"—"*But your lady may like it,*" replied his Lordship. "*Weel then,*" rejoined the Captain, "*his Majesty may knight her if he pleases.*"

† Admiral Lord Gardner died at Bath, Jan. 1, 1809, in the 66th year of

In 1789 Lord Amelius was appointed to act as Lieutenant of the Europa, a 50-gun ship, in which he returned to England; but does not appear to have been confirmed in that rank until the Spanish armament, in the ensuing year. In 1791 we find him serving on board the Swiftsure, 74, from whence he was removed into the Druid frigate; and at the commencement of the war with the French republic, went with Lord Hood to the Mediterranean, where he obtained the rank of Post Captain in the Nemesis, of 28 guns, by commission dated Sept. 16, 1793. His next appointment was, about the month of March 1794, to the Juno, another small frigate, in which he encountered and beat off a French frigate of the same name, mounting 36 guns, a corvette and a brig, in the vicinity of the Hières islands. Immediately after this event, our officer communicated the intelligence of the departure of the enemy's fleet from Toulon to Vice-Admiral Hotham, by whom he was despatched with the tidings to the Commander-in-Chief, at that time engaged in the blockade of Bastia.

The Juno formed part of the British fleet at the capture of the Ca Ira and Censeur, French line-of-battle ships, March 14, 1795 *, and continued on the Mediterranean station until Sept. 24 following, on which day she sailed from Gibraltar in company with a squadron commanded by Captain T. Taylor, for the purpose of affording protection to the homeward bound trade.

On the 7th of the ensuing month, the body of the convoy was attacked, off Cape St. Vincent, by six sail of the line and two large frigates, under the orders of Admiral Richery, who succeeded in cutting off the Censeur †, and about fifteen of the

his age. He was universally allowed to be a most able and judicious commander. For the courage, skill, and magnanimity displayed by him in ten glorious actions, he was raised to the dignity of a Baron of the kingdom of Ireland, Dec. 29, 1800; and created a British peer Nov. 15, 1806. He left a very numerous family, including three sons in the navy, all of whom are now deceased: viz. Vice-Admiral Lord Gardner, died in London Dec. 24, 1815; Rear-Admiral Hon. Francis Farrington Gardner, died at Havre, July 7, 1821; and the Hon. Valentine Gardner, late Captain of H. M. S. Dauntless, died at Canton in Nov. 1820.

* See p. 340.

† See Rear-Admiral Sir JOHN GORE.

merchant vessels. The Argo 44, and Juno, by means of the most skilful manœuvres, escaped with the rest of the fleet, although twice chased by the enemy.

Soon after his return to England, Lord Amelius Beauclerk was appointed to the Dryad, of 44 guns and 251 men, stationed off the coast of Ireland, where he cruized with considerable success against the enemy's privateers: and on the 13th June, 1796, captured, after a most spirited action which lasted 45 minutes, la Proserpine, of 42 guns and 348 men, of whom 30 were slain and 45 wounded. The Dryad had 2 killed and 7 wounded.

Towards the close of 1800 his Lordship commissioned the Fortunée, of 40 guns, in which frigate he was employed in the Channel, and attending on his late Majesty at Weymouth, during the remainder of the war.

On the renewal of hostilities in 1803, our officer obtained the command of the Majestic, a third rate, attached to the Channel fleet. In the summer of 1805, he removed into the Saturn, also a 74-gun ship, and subsequently into the Royal Oak, of the same force. His appointment to the latter vessel took place about May 1809; and in the ensuing summer we find him superintending the debarkation of a division of Lord Chatham's army, with its guns, &c. on the pestilential island of Walcheren. After the performance of this service, which, we have reason to believe, was exclusively conducted by Lord Amelius, and executed by him with much skill and activity, he assumed the government of Campvere, and the charge of the fleet and store-ships in the Roompot, during the absence of Sir Richard Strachan, the Commander-in-Chief, with the army at Flushing. On her return from this expedition the Royal Oak resumed her station in the Channel.

His Lordship was nominated a Colonel of Marines July 31, 1810; and advanced to the rank of Rear-Admiral Aug. 1, 1811, on which occasion he hoisted his flag in the North Sea fleet. In 1813 he was sent with a squadron to cruize off the North Cape, for the purpose of intercepting the American Commodore Rogers, but who had left that quarter previous to the arrival of the British. At the latter end of the war Lord Amelius commanded the force stationed in Basque Roads; and entered into a negotiation with the General of Division,

Baron de la Raffiniere, Commander-in-Chief at Rochelle, for a suspension of hostilities between Great Britain and those parts of the French coast which felt disposed to acknowledge the authority of Louis XVIII. He was created a K. C. B. Jan. 2, 1815; and in the course of the same year elected a F. R. S. His promotion to the rank of Vice-Admiral took place Aug. 12, 1819.

Country Seat.—

Town Residence.—30, Margaret-Street, Cavendish Square.

WILLIAM TAYLOR, Esq.

Vice-Admiral of the White.

At the close of the American war, this officer commanded the Cygnet sloop; and during the Spanish armament, the Thorn, a vessel of similar description, stationed in the Channel *. He was subsequently appointed to the Weazle, of 12

* In January, 1789, Lieutenant Thackeray, of the Thorn, was tried by a court-martial, on several charges exhibited against him by Captain Taylor; and amongst others, for going into the captain's cabin, when *alone* at tea, and calling him *scoundrel* and *liar*. The privacy of this offence excluded all other positive evidence but that of the prosecutor; and, when the court assembled, the President had his doubts of the propriety of admitting Captain Taylor to give his evidence; the court was therefore adjourned, until they had the opinion of counsel on the following question: "Whether Captain Taylor's evidence, under the above circumstances, ought to be admitted, or not; and, if it ought to be admitted, whether, after he has been examined, as is the custom of courts-martial, to examine the witnesses separately, and apart from each other, he can be permitted to remain in the court to conduct the prosecution?" The opinion of counsel on this question was, in substance, that in criminal prosecutions it is not a legal objection to the competency of a witness, or to the admissibility of his evidence, that he is the prosecutor, whatever objections to his credit may arise, under the circumstances of the case. The rule, which is universal in civil actions, that a plaintiff cannot be admitted as a witness in his own cause, does not apply to criminal prosecutions, which are always supposed to be at the suit of the crown, and on behalf of the public.

The court afterwards re-assembled, Captain Taylor's evidence was admitted, and the prisoner was dismissed from the rank of Lieutenant, and adjudged to serve in the navy as a Midshipman.

See M'Arthur on Courts Martial, edit. 1813, vol. II, cap. iii, sect. 16, pp. 103, 4, 5.

guns; and on the 22d May, 1793, sailed from Spithead with the fleet under Lord Hood, whom he accompanied to Gibraltar, and returned from thence with the homeward bound trade.

On the 24th Sept. in the same year, Captain Taylor obtained post rank, and soon after, the command of la Prompte, of 20 guns, stationed in the North Sea. From that vessel he was removed into the Andromeda frigate, and served in her on the coast of Scotland, at Newfoundland, Halifax, and in the Channel, until the spring of 1799, when he succeeded the Hon. Michael de Courcy, in the command of the Magnanime, of 48 guns, in which ship he assisted at the capture of the island of Goree in April 1801 *; and then proceeded to the West Indies, where he continued during the remainder of the war.

Our officer was advanced to the rank of Rear-Admiral, Aug. 1, 1811. His commission as Vice-Admiral bears date Aug. 12, 1819.

SIR JAMES NICOLL MORRIS,

Vice-Admiral of the White; and Knight Commander of the most honorable Military Order of the Bath.

The subject of this memoir is the son of a gallant officer, who commanded the Bristol, of 50 guns, and was mortally wounded at the attack upon Sullivan's Island, in North America, June 28, 1778 †. Notwithstanding the number and severity of his wounds, he refused to quit the deck until an unlucky shot took off his arm, when he was obliged to be carried below, in a condition which left but little hopes of his recovery. It is said of this heroic man, that when from a prodigious effusion of blood, his dissolution appeared inevitable, one of his officers asked him if he had any directions to give with respect to his family? to which he nobly answered, "*None; as he left them to the providence of God, and the generosity of his country.*" His late Majesty was graciously

* See p. 417. † See p. 95.

pleased to order a pension of 100*l.* per annum to be settled upon his widow.

Mr. James Nicoll Morris entered the naval service under the auspices of his father; was a Lieutenant of the Namur, a second rate, in the memorable battle of April 12, 1782*; and at the commencement of the French revolutionary war commanded the Pluto, of 14 guns, on the Newfoundland station, where he captured, after a smart action of fifteen minutes, the Lutine French privateer, of 16 guns and 70 men, 3 of whom were killed and 4 wounded. He obtained post rank in the Boston frigate, Oct. 7, 1793; and subsequent to his return to England, in 1795, was actively employed in the Channel and on the coasts of Spain and Portugal, where he captured the following privateers: l'Enfant de la Patria, of 16 guns and 130 men; El Principe de Paz, of 20 guns and 100 men; St. Bernardo, of 12 guns and 75 men; and the Hazard, of 8 guns and 50 men. He was afterwards removed into the Lively frigate, in which he had the misfortune to be wrecked near Cadiz, about the early part of 1798.

We next find Captain Morris in the Phäeton, of 38 guns. His appointment to that vessel took place in the summer of 1799, a period at which the British cabinet entertained hopes of being able, with the assistance of the Turks, to recover Egypt from the possession of the French, and restore it to the Sublime Porte, to whom it was determined to send a splendid embassy, for the purpose of obtaining permission and co-operation. The Earl of Elgin was accordingly selected for this important mission, and the Phäeton ordered to convey him to his destination. His Lordship embarked at Portsmouth on the 4th Sept., and arrived at the Dardanelles Nov. 2d following. The next day Captain Morris proceeded to Constantinople, where the Ambassador, his lady, and a numerous *suite*, were landed.

During the spring of 1800, our officer was employed on the coast of Genoa, in conjunction with the Austrian army under General d'Ott; and in the month of May, when the French burnt their magazines at Alassio, and retired to Port Maurice, he seized twenty corn vessels, together with a *dépôt* of arms,

* See p. 35, *et seq.*, and Retired Captain ROBERT FANSHAWE.

and galled the enemy's rear through several miles of their retreat.

On the morning of Oct. 28, in the same year, the Phäeton's barge and two cutters, under the directions of Lieutenant Francis Beaufort, boarded, and after an obstinate resistance, carried the Spanish polacre-rigged ship San Josef, mounting 14 brass guns, and having on board 34 seamen and 22 soldiers, moored under the protection of a 5-gun battery, near Malaga, and flanked by a French privateer. In this dashing affair the assailants had 1 man killed and 4, including their brave leader, wounded *. Of the San Josef's crew, 6 were found badly, and 13 slightly wounded.

On the night of May 16, 1801, the boats of the Phäeton and Naiad, manned with volunteers, under the direction of Lieutenant Marshall of the latter frigate, captured l'Alcudia, and destroyed El Raposo Spanish armed packets, in the port of Marin, near the town of Pontevedra, under the protection of a battery mounting five 24-pounders, prepared to receive them. In the execution of this service, four men only belonging to the two ships were wounded.

Early in the following year, Captain Morris arrived at Portsmouth with despatches from Lord Keith, Commander-in-Chief of the Mediterranean fleet. On the renewal of hostilities, in 1803, he was nominated to the command of the Sea Fencibles between Blackwater and the Stour; and towards the latter end of the same year we find him in the Leopard of 50 guns, from whence he went to the Colossus, 74, the command of which ship he retained until the autumn of 1808.

The Colossus formed part of Lord Nelson's fleet in the sanguinary combat off Cape Trafalgar; and on that memorable occasion sustained a far greater loss than any other British ship, having had 40 killed and 160 wounded; among the latter were her gallant Commander, two Lieutenants, a Marine officer, and nine Midshipmen. For his distinguished conduct on that memorable day, Captain Morris, in common with his brother officers, received a gold medal, and the thanks of both Houses of Parliament †.

* Lieutenant Beaufort was first wounded in the head, and afterwards received several slugs through his left arm and in his body.

† For an account of the battle, see p. 202, *et seq.*

Captain Morris subsequently commanded the Formidable of 98 guns. He received the honorable appointment of a Colonelcy of Royal Marines, July 31, 1810; became a Rear-Admiral, Aug. 1, 1811; and a K. C. B. Jan. 2, 1815. His commission as Vice-Admiral bears date Aug. 12, 1819. During the latter part of the war he held a command in the Baltic fleet.

Sir James Nicoll Morris married, Oct. 25, 1802, Margaretta Sarah, second daughter of the late Thomas Somers Cocks, Esq., Banker, of Charing Cross, niece of the first Lord Somers, and sister of the lady of Vice-Admiral Sir William Hargood, K. C. B.

Residence.—Marlow, Bucks.

SIR THOMAS BYAM MARTIN,

Vice-Admiral of the White; Comptroller of his Majesty's Navy; Knight Commander of the most honourable Military Order of the Bath; Knight of the Swedish Order of the Sword; a Director of Greenwich Hospital; a Commissioner of the Board of Longitude; and Member of Parliament for Plymouth.

This officer is the third son of the late Sir Henry Martin, Bart. Comptroller of the Navy, M. P. for Southampton, by Eliza Anne, daughter of Harding Parker, of Hilbrook, co. Cork, Esq. and widow of Hayward Gillman, Esq. * At the commencement of the war with France in 1793, he was appointed to the command of the Tisiphone sloop, and accompanied the fleet under Lord Hood to the Mediterranean, on which station he was promoted into the Modeste, a French frigate that had been seized at Genoa by Rear-Admiral Gell, for a breach of the neutrality of that port †. His post commission bears date Nov. 5, 1793. He subsequently served at

* Sir Henry Martin was a great-grandson of Colonel John Thomas, who commanded the Barbadoes regiment, and greatly distinguished himself at the capture of St. Christopher's in 1690, from whom are descended the branches of various families of the nobility and gentry of this realm. Sir Henry was created a Baronet, June 21, 1791; died Aug. 1, 1794, and was succeeded by his eldest son Sir Henry William, the present Baronet.

† See p. 363.

the reduction of Bastia, in the island of Corsica *; and in 1795 we find him commanding the Santa Margarita, of 40 guns and 237 men, on the Irish station, where, in company with the Cerberus frigate, he captured le Jean Bart, a French corvette of 18 guns.

At day-break on the morning of the 8th June, 1796, the Santa Margarita, being to the westward of Scilly, fell in with two frigates and a corvette, to which chace was immediately given. At 1 P. M. the strangers commenced, with their stern-chasers, a quick and well directed fire; which, from its destructive effects on the sails and rigging, greatly retarded the progress of their pursuers. At 4 o'clock the sternmost ship, finding it impossible to escape, bore round up and endeavoured to rake the Santa Margarita, which design, however, was baffled by a most skilful manœuvre of the British commander, who not only evaded the intended salute, but placed his ship with great gallantry close alongside of his opponent, and in less than 20 minutes compelled him to strike. The prize proved to be the Tamise, of 42 guns and 306 men, 32 of whom were killed and 19 wounded, several of them mortally. The Santa Margarita had only 2 men killed and 3 wounded †. The other French frigate was taken after an arduous chace and gallant action, by the Unicorn ‡. The corvette effected her escape.

Towards the latter end of October in the same year, Captain Martin captured the French privateers, le Buonaparte of 16 guns and 137 men, and le Vengeur of 18 guns and 110 men. Early in 1797, he was appointed to the Tamar frigate, stationed in the West Indies, where he cruized with considerable success, intercepting in a few months no less than nine privateers, carrying in the whole 58 guns, and 519 men.

Our officer returned to England in the Dictator, 64; and soon after his arrival obtained the command of the Fisgard, of 46 guns and 281 men, in which ship, on the morning of the 20th Oct. 1798, being off Brest, he fell in with an enemy's

* See p. 251.

† The Tamise had formerly been the British frigate Thames; during the 20 months she had been in the French navy, she had been a very active cruizer.

‡ See p. 388.

ship, and after an hour's running fight, brought her to close action, which lasted for 25 minutes, when the Fisgard became perfectly ungovernable, the whole of her running rigging being cut to pieces. The enemy taking advantage of her crippled situation, endeavoured to make off; but by the active exertions of the Fisgard's officers and crew, in replacing the damages, she was soon enabled to close with her opponent, and renewed the battle with great spirit and resolution, which terminated in an hour and 50 minutes, by the surrender of l' Immortalité, a fine new frigate, mounting 42 guns, 24-pounders on the main-deck, and long nines, with 42-pounder carronades on the quarter-deck and forecastle. She was one of the squadron that composed the expedition to Ireland *, and had on board 580 men, including troops, of which number her brave Commander, his First Lieutenant, General Menage a passenger, 7 other officers, and 44 men were killed, and 61 wounded. The Fisgard, whose crew was new and inexperienced, had 10 men slain and 26 wounded.

Subsequent to this event, Captain Martin was placed under the orders of Sir John B. Warren, and employed in various services on the coast of France, among which the following are the most important: On the morning of June 23, 1800, an attack was made by the boats of the squadron, under the immediate directions of Captain Martin, on some armed and other vessels in Quimper river. Two parties of marines were landed, one on each bank of the river, in order to protect the boats in the execution of this service, which were going on with expedition to the attack; but it was then found that the enemy had removed to an inaccessible height up the river. The British then immediately landed, and stormed and blew up three batteries, on which were mounted seven 24-pounders, together with their magazines.

On the 1st of the following month, the Commodore having been informed that a ship of war and a number of merchant vessels were lying within the island of Noirmoutier, destined for Brest, resolved to attempt their destruction. Captain Martin was appointed to head and direct this enterprise: and

* See Sir EDWARD THORNBROUGH.

the boats to be employed were ordered to assemble on board the Fisgard. As the enemy never conceived themselves free from danger, while there was a bare possibility of the British seamen getting at them, they had used every means in their power to defend and protect these vessels: they were lying within the sands in Bourneuf Bay, moored in a strong position, under the protection of six heavy batteries, besides flanking guns on every projecting point. The boats destined for the attack were formed into three divisions, and the whole plan was arranged with great judgment and skill by Captain Martin; he was fully aware of the difficulties he had to encounter, and the opposition which he should probably meet with, and he had taken his measures accordingly. After having given proper directions to Lieutenant Burke, to whom was entrusted the immediate management and command of the enterprise, the boats were sent from the Fisgard, soon after it became dark. By midnight, they reached their destination; immediately boarded, and after experiencing a very formidable resistance, succeeded in obtaining possession of the ship of war *, four armed vessels, and fifteen merchantmen: but, as they found it impracticable to bring them out, the whole were burnt. The most arduous and dangerous part of the business was still to be performed. It has been already stated, that the enemy's vessels were lying within the island, and very near the sands; before the boats could get out into deep water, the tide fell, and they grounded; in less than ten minutes they were left completely dry. In this unfortunate and unexpected situation, they were exposed to a continued fire from the forts; and besides this, a body of 400 French soldiers drew up in their rear, and fired on them with great effect. In this critical state of their affairs, they resolved to make an attempt, so very singularly daring, that none but British seamen could have either executed or conceived it; they determined to make an attack on some other vessels of the enemy, for the purpose of securing one sufficiently large to carry off the whole party, as there was no chance of their succeeding in getting off all their own boats:

* Therése, 20 guns; a lugger of 12 guns; two schooners, each mounting 6 guns; and a cutter of the same force.

they accordingly set out, and succeeded in gaining possession of a vessel suited for their purpose; but she lay on the opposite side of the bay, and before she could be of service to them, it was necessary to drag her upwards of two miles over the sands: this, too, with great intrepidity and exertion, they accomplished; but before she was afloat, they were up to their necks in the water. Having secured the vessel, they proceeded on board the Fisgard. In this affair 7 officers and 185 men were employed; of these 100 secured their retreat; and 4 officers and 88 men were made prisoners.

Captain Martin continued to command the Fisgard during the remainder of the war; and in addition to the above services, either took, or assisted at the capture, of the following French and Spanish armed vessels:—La Venus of 32 guns and 200 men; Dragon corvette, 14 guns; la Gironde privateer, 16 guns, 141 men; l'Alerte, do. 14 guns, 84 men; El Vivo national vessel, 14 guns, 100 men; and three others mounting 18 guns.

On the renewal of hostilities, in 1803, our officer commissioned the Impetueux, 84, at Plymouth, and was employed in her off Brest, Ferrol, and Corunna, until the summer of 1807, when he joined the Prince of Wales, a second rate, from which ship he removed about the latter end of the same year into the Implacable, 74, and soon after proceeded to the Baltic, to which station a fleet had been sent under the orders of Sir James Saumarez, for the purpose of co-operating with the Swedes, who were at that time engaged in a war with Russia.

We are not aware of Captain Martin having participated in any affair requiring particular notice until the 26th Aug. 1808, on which day he greatly distinguished himself by the very gallant manner in which he attacked the Sewolod of 74 guns, whose fire he silenced in about 20 minutes, and was only prevented capturing her by the near approach of the whole Russian fleet, which bore up to her support. She afterwards grounded on a shoal at the entrance of the port of Rogerswick, and in that position was attacked by Rear-Admiral Sir Samuel Hood, in the Centaur, who compelled her to surrender after an obstinate defence, in which and in the action with the Implacable, she had no less than 303 men

slain, wounded, and missing *. The loss sustained by the British ships amounted to 9 killed and 53 wounded. For his bravery on this occasion, his Swedish Majesty conferred upon Captain Martin the insignia of a Knight of the Order of the Sword.

In the following year, the Implacable was stationed on the coast of Finland, where the boats of a small squadron under the orders of Captain Martin, performed several brilliant exploits in cutting out the enemy's armed vessels and transports.

On the 31st July, 1810, a general promotion of Flag-Officers took place, on which occasion the subject of this memoir obtained the command of the Royal Sovereign yacht. He was advanced to the rank of Rear-Admiral, Aug. 1st, in the following year, and soon after returned to the Baltic, with his flag in the Aboukir of 74 guns.

During his continuance on that station, the Rear-Admiral, by the judicious disposition of the force under his command, contributed greatly to the defence of Riga, at that period besieged by the French army. After his return from thence he appears to have served for some time as second in command at Plymouth. He received the honor of Knighthood in the summer of 1814; was nominated a K. C. B. Jan. 2, 1815; succeeded Sir T. B. Thompson as Comptroller of the Navy in 1816; became a Vice-Admiral, Aug. 12, 1819; and was sworn in a burgess of Lymington, Aug. 22, 1821.

Residence.—8, Somerset Place.

JOHN LAWFORD, Esq.

Vice-Admiral of the White.

At the period of the Spanish armament, in 1790, this officer commanded the Hound sloop, stationed in the Channel. During the two succeeding years we find him in the same vessel at Jamaica. He was made post, Dec. 1st, 1793, into the Convert of 36 guns, which vessel was lost on the

* The Sewolod was burnt by the captors.

Grand Caymanes, in the West Indies, on the 8th March, in the following year.

Captain Lawford's next appointment was to the Agincourt, 64; from her he removed, about the spring of 1798, to the Romney of 50 guns. In the summer of the same year, being entrusted with the command of a small squadron, he fell in with a Swedish frigate having under her convoy a number of vessels, bound to different ports in the Mediterranean, laden with naval stores. Upon doubts which Captain Lawford entertained respecting the line of conduct he should pursue on so delicate an occasion, he immediately sent an express to the Admiralty, whilst with his squadron, he kept the convoy in view. On the return of his messenger with instructions for the detention of the merchant vessels, our officer desired Sir Charles Lindsay and Captain Raper to communicate them in the civilest terms to the Swedish Commodore; who shewed his instructions to repel force by force, if any attempt were made to board the vessels under his charge, and declared that he would protect them to the last. The crew of the Swedish frigate were immediately at quarters, matches lighted, and every preparation made for an obstinate resistance. In the night, possession was taken of most of the vessels; the commander of the convoy making many movements, which were narrowly watched by the Romney, keeping close under his lee, lower-deck guns run out, and every man at his station. In the morning an armed boat sent by the Swedish frigate, took out by force the British officer who had been left on board one of the vessels; at the same time the Commodore sent an officer of his own to Captain Lawford, to complain that he had taken advantage of the night to get possession of his charge, which was unobserved by him, or he would assuredly have defended them to the last. Upon further conference, and representation of the impracticability of resistance to such a superior force, he at length agreed to go into Margate Roads, and returned the British officer who had been detained on board his frigate.

Some months after, judgment was passed in the High Court of Admiralty, that all the merchantmen, with their several cargoes, should be condemned (being laden with naval and military stores, bound to France); but that the

private adventures of the masters should be restored. The prizes were calculated to be worth 600,000*l.* The judge, Sir W. Scott, now Lord Stowell, asserted upon this occasion:

1st, That the right of visiting and searching merchantmen upon the high seas, whatever be the ships, cargoes, or destination, is an incontestable right of the lawfully commissioned cruizers of a belligerent nation.

2nd, That the authority of the sovereign of the neutral country being interposed in any manner of mere force, cannot legally vary the rights of a lawfully commissioned belligerent cruizer; and

3rd, That the penalty for the contravention of this right is the confiscation of the property so with-held from visitation and search.

In the autumn of 1799, the Romney formed part of the expedition sent against the Helder, and was with Vice-Admiral Mitchell, at the surrender of the Dutch squadron commanded by Rear-Admiral Storey *. Captain Lawford subsequently removed into the Polyphemus of 64 guns, which ship was attached to Lord Nelson's division at the attack upon the Danish line of defence before Copenhagen, April 2, 1801, and sustained a loss of 5 men killed, and 24 wounded †.

On the 7th Dec. 1804, our officer being on a cruize off Cape St. Mary, fell in with and captured the Santa Gertruyda, a Spanish frigate of 36 guns, from Peru and Mexico, bound to Corunna, with a cargo consisting of cocoa, coffee, hides, platina, drugs, cochineal, cotton, and several rich private ventures, together with 1,215,000 dollars in specie ‡. This valuable prize parted company in a violent gale of wind on the 16th, and on Christmas day carried away her main-mast, and had her rudder choked. Fortunately she was fallen in with by the Harriet armed ship, which took her in tow, and after beating about the Channel for several days, brought her safe to Plymouth on the 10th Jan. 1805.

In the ensuing summer, Captain Lawford was appointed to the Audacious of 74 guns; and from her removed, towards the close of the year, into the Impetueux, another third rate, in which ship he continued on Channel service until the 1st Aug. 1811. He was then advanced to the rank of Rear-Admiral.

* See p. 414, *et seq.* † See Sir T. Foley.

‡ The Lively frigate, Captain G. E. Hamond, was in sight at the time of the above capture.

Our officer has never, we believe, hoisted his flag. His commission as Vice-Admiral bears date Aug. 12, 1819.

Residence.—Shoarne, near Rochester, Kent.

FRANK SOTHERON, Esq.

Vice-Admiral of the White; and Member of Parliament for Nottinghamshire.

This officer is the third and youngest son of the late William Sotheron, of Darrington, near Pontefract, co. York, Esq. He was born in 1765, and entered the naval service in 1776, as a Midshipman on board the Bienfaisant, of 64 guns, commanded by the late Admiral M'Bride, under the auspices of which gallant officer, he completed the first six years of active duty. Being lent for awhile to the Arethusa frigate, he bore a part in the well-fought battle between that ship and la Belle Poule, June 17, 1778 *; and on his return to the Bienfaisant, was in the action between Keppel and d'Orvilliers, off Ushant †. He was also present at the capture of the Caraccas convoy, the defeat of Don Juan de Langara, and the relief of Gibraltar by the fleet under Sir George B. Rodney,

* The Arethusa, Captain Samuel Marshall, was attached to the Channel fleet, commanded by the Hon. Admiral Keppel, who on the above-mentioned day, being off the Lizard, discovered and pursued four French men of war. In the evening the Milford frigate came up with, and detained the Licorne, of 32 guns and 230 men. The Arethusa, and Alert cutter, chaced the other vessels out of sight of the fleet. At night Captain Marshall arrived up with la Belle Poule, and informed her commander, that his orders were to conduct him to the British Admiral; with which the Frenchman refused to comply, and a desperate engagement ensued, and was continued with great obstinacy for two hours. By this time the combatants had approached close to the French coast, from whence a number of boats came out and towed la Belle Poule into a place of safety. The Arethusa's main-mast fell over the side, and she was otherwise so disabled, that it was with the utmost difficulty she could clear the land. Her loss amounted to 8 men killed and 36 wounded. By the French accounts her opponent had 40 slain and 57 wounded. The Alert came up with a schooner mounting 14 guns, which she captured after a smart action. The Pallas of 32 guns, was taken on the 18th by the Foudroyant, Courageux, and Robust.

† See p. 195, *et seq.*

circumstances which have already been adverted to in our memoir of H. R. H. the Duke of Clarence *.

In the ensuing summer we find the Bienfaisant cruizing after a large private ship of war, which was known to have sailed from Brest and proceeded to St. George's Channel. Captain M'Bride's look out was ineffectual, until Aug. 13th,

* Towards the close of the year 1779, Captain M'Bride was ordered to Gibraltar with Admiral Rodney, for the purpose of relieving that fortress. On the 8th Jan. 1780, the British fleet had the good fortune to capture the whole of a Spanish convoy, laden with naval stores, &c., the commander of which, in the Guipuscoana, of 64 guns, surrendered to the Bienfaisant. On the 16th of the same month, Sir George Rodney fell in with a squadron under Don Juan de Langara; and in the engagement which ensued, it was the lot of Captain M'Bride to be very particularly concerned. An outline of that affair will be found in a note at p. 3, *et seq.* In addition to which we must here observe, that the St. Domingo, at the moment of her destruction, was in action with the Bienfaisant; and that, had the awful explosion of the former, by which every soul on board perished, been retarded only a few moments, the latter must inevitably have shared her fate. After this event, which occurred in the midst of a tremendous storm, the Bienfaisant compelled the Phœnix, of 80 guns, Langara's flag ship, which had already received a severe drubbing from the Defence, to surrender. Captain M'Bride immediately took possession of his prize; but, as the small-pox was on board the Bienfaisant, he felt anxious to prevent the infection from being spread amongst the prisoners, and therefore sent a proposal to the Spanish Admiral, stipulating, that neither officers nor men should be removed from the Phœnix, provided Don Juan would be responsible for their conduct; that in case they should fall in with any Spanish or French ships of war, he would not suffer the officer put in charge of the prize, to be interrupted in conducting and defending her to the last extremity, agreeably to his orders; that if, meeting with superior force, the Phœnix should be retaken, and the Bienfaisant fight her way clear, Langara, his officers and men, should hold themselves prisoners of war to Captain Macbride, on their parole of honor; and that, should the Bienfaisant be captured, and the Phœnix escape, the Spanish Admiral, &c. &c. should be freed immediately.—Don Juan readily assented to these conditions; and, from the subsequent conduct of himself and his officers, no doubt can be entertained of his intending most strictly to adhere to them.

Excepting those who were wounded by the wreck of the ill-fated St. Domingo, it is remarkable, that the Bienfaisant escaped, in the above conflict, without a single man being hurt. The Phœnix was carried safely into Gibraltar, from whence Admiral Langara, who had been wounded, was allowed to depart upon his parole. The liberal and polite behaviour of the British to him and his countrymen, made a sensible impression on their minds, and was confessedly of great advantage to the English prisoners in Spain.

when being off Kinsale, early in the morning, he perceived a strange vessel in chace of some merchantmen that had sailed from Cork on the preceding day, under his protection. He immediately made sail; and at 7 A. M., got within pistol-shot of the stranger, then under English colours. On being hailed by the Bienfaisant, she hauled them down, and hoisted French. A smart action, commenced on both sides with musketry, now took place; and, at the expiration of an hour and ten minutes, the enemy struck, having had 21 men killed and 35 wounded, with her rigging and sails cut to pieces. The Bienfaisant had 3 men killed and 20 wounded; and the Charon, a 44-gun ship, which came up at the close of the engagement, had 1 man wounded. The prize proved to be le Comte d'Artois, of 64 guns and 644 men, commanded by the Chevalier Clonard, who was slightly wounded.

Le *Comte* d'Artois was not destined to be a *solitary* captive; for, in the course of the following month, the Bienfaisant also captured la *Comtesse* d'Artois, another French privateer.

At the close of 1780, Mr. Sotheron removed with his gallant commander into the Artois frigate, which had been taken from the French a few months before, and was considered to be the finest vessel of her class in the world. This ship formed part of the force employed to watch the motions of the Dutch squadron, which was then ready for sea in the Texel; and our young officer was consequently present, in the month of Aug. 1781, at the engagement off the Dogger Bank, between Sir Hyde Parker and Admiral Zoutmann *. On the 3d Dec. in the same year, the Artois captured the Hercules and Mars, Dutch privateers, mounting 24 nine-pounders and 10 cohorns each, the crews of which amounted to 310 men, 22 of whom were slain and 35 wounded. The Artois had only 1 killed and 6 wounded. She is also represented as having formed part of the fleet under Admiral Barrington, when that officer intercepted a French convoy bound to the East Indies, on which occasion the Pégase of 74 guns, l'Actionnaire a 2-decker armed *en flute*, and ten sail of transports, fell into the hands of the British †.

During the remainder of the war Mr. Sotheron served in the

* See note §, at p. 175. † See p. 15, *et seq.*

25658

Artois, off the Irish coast. He afterwards proceeded to Newfoundland, where he was promoted to the rank of Lieutenant by Admiral Campbell, in 1783, and served in that capacity on board the Danaë and Æolus frigates, during the ensuing three years. We subsequently find him in the Kingfisher sloop, from which vessel he removed into the Trusty, 50, bearing the broad pendant of Commodore Cosby, on the Mediterranean station *.

Mr. Sotheron's next appointment was about 1792, to be first Lieutenant of the Romney, another 50-gun ship, carrying the flag of Rear-Admiral Goodall, in the Mediterranean; and in the course of the same year, he obtained the command of the Fury, of 14 guns, employed in affording protection to the trade between England and Portugal. He subsequently accompanied the expedition under his old patron Rear-Admiral M'Bride † and the Earl of Moira, sent to assist the French royalists in Normandy and Brittany, but which returned to port in consequence of no favourable opportunity presenting itself for commencing operations with any prospect of success. The Fury was afterwards attached to Commodore Sir J. B. Warren's squadron, stationed off the French coast, and assisted at the capture of la Vipere, a national corvette, mounting 18 guns.

Captain Sotheron was advanced to post rank Dec. 11, 1793; and in the following year we find him commanding the Monarch, a 74-gun ship, bearing the broad pendant of Sir James

* Commodore Cosby hoisted his broad pendant on board the Trusty in 1786, and held the chief command in the Mediterranean till the month of Sept. 1790; but, with the exception of his embassy to the Emperor of Morocco, no event occurred during that period that is worthy of record. It was in 1788 that this mission was undertaken. At that period, some apprehensions were entertained, that the commerce of Britain might sustain a predatory interruption from the Barbary corsairs; Commodore Cosby was therefore directed to visit the different states, and to arrange such terms with the Emperor of Morocco, as might ensure the safety of the English traders. He accomplished the negociation and treaty with the greatest exactness and precision, and to the entire satisfaction of Government. He was afterwards advanced to the rank of Admiral of the Red; and died at Bath, Jan. 10, 1808, in his 78th year.

† Admiral M'Bride, whose professional gallantry has often been the theme of praise, died in the course of the year 1800.

Wallace, with whom he removed into his old ship the Romney, on that officer being appointed Commander-in-Chief at Newfoundland.

Towards the latter end of 1796, a French squadron under the orders of M. de Richery invested that settlement, and destroyed property to a considerable amount. The enemy's armament consisted of seven sail of the line and three frigates, on board of which were embarked 2,000 troops. The ships under Sir James Wallace were at this period detached on various services; neither would they, if collected, have been of sufficient force to prevent the depredations committed by the invaders. Sir James, however, resolved upon making a vigorous defence, and by his judicious arrangements, aided by the bravery and vigilance of Captain Sotheron and the other officers of his small squadron, consisting of the Romney, two frigates, and two sloops, completely baffled the designs of the enemy, who, after a fruitless attempt to obtain possession of the colony, returned to Europe.

Captain Sotheron's next appointment was to the Latona frigate, on the Newfoundland station, where he continued during the two following years. Subsequent to his return to England, he was actively employed in the North Sea, and occasionally commanded a light squadron off the coast of Holland, the operations of which will be detailed under the heads of Captains Mackenzie and Slade, in our next volume.

In the autumn of 1799, the Latona formed part of the expedition sent against the Helder; and after the surrender of that fortress went with Vice-Admiral Mitchell to attack the Batavian ships of war lying at anchor in the Vlieter channel, but which surrendered without making any resistance, in consequence of the spirit of disaffection manifested by their crews *. For his services on this occasion, Captain Sotheron, in common with the other officers of the fleet, received the thanks of both Houses of Parliament.

Our officer continued in the North Sea during the remainder of the war, and was fortunate enough to capture several of the enemy's armed vessels. In the spring of 1802, he was sent abroad with despatches; and some time after

* See p. 414, *et seq.*

the renewal of hostilities, obtained the command of the Excellent, 74, attached to the Mediterranean fleet, under the orders of Lord Nelson, by whom he was entrusted with the defence of the Bay of Naples; on which service we find him at the time when the ancient Neapolitan government was displaced by the French army, and the throne of that kingdom usurped by Joseph Buonaparte. In this state of affairs, the very prudent arrangements made by Captain Sotheron, prevented the mischief that would otherwise have ensued. From this period we lose sight of him until Aug. 1, 1811, on which day he was promoted to the rank of Rear-Admiral.

On the vacancy occasioned in the representation for Nottinghamshire, by the resignation of Lord William Bentinck, in 1814, Rear-Admiral Sotheron was unanimously elected M. P. for that county, in conjunction with Captain Lord Newark, now Earl Manvers (of whom a memoir will appear in our next volume, and whose name is endeared to all his professional brethren by a recent act of princely munificence *); and thus was presented the novel spectacle, of the midland shire of England represented in the senate by two naval officers.

In 1816, on the demise of his eldest brother, Colonel Sotheron, who served for the borough of Pontefract in several parliaments, Rear-Admiral Sotheron, as heir-at-law, succeeded to the family estates in the counties of York and Nottingham. He was advanced to the rank of Vice-Admiral Aug. 12, 1819; and still continues to represent Nottinghamshire, having been returned to every succeeding Parliament since his first election †.

* The Editor had the gratification of being present at a meeting of the Members of the Naval Charitable Society, when the secretary of that institution announced that Earl Manvers, in addition to a former donation of twenty guineas, had ordered 1865*l.* 9*s.* 6*d.*, the amount of his half-pay between Jan. 1, 1812, and Mar. 31, 1820, to be added to their funds, together with all future half-pay to which his Lordship may be entitled from the navy, the present annual amount of which is 261*l.* 5*s.* 6*d.*!!!

† Vice-Admiral Sotheron appears to have had a pension granted him so far back as Feb. 8, 1796; its present amount, according to the regulation of Nov. 27, 1815, is 300*l.* *per annum.* We regret our inability to state the circumstances under which he received the severe wounds for which it was conferred.

Our officer has been twice married. His first wife died on the 29th May, 1812. His present lady, to whom he was united Nov. 13, 1813, is the eldest daughter of Wilson Braddyll, of Connhead Priory, co. Lancaster, Esq. His heir is Lucy Sarah Sotheron, an only child.

Country Seat.—Kirklington Hall, Southwell, co. Nottingham.

Town Residence.—14, Harewood Place, Hanover Square.

THOMAS WOLLEY, Esq.

Vice-Admiral of the White.

At the breaking out of the war with the French republic, in 1793, we find this officer commanding the Gœlan sloop at Jamaica. On the 20th Sept. in the same year, Commodore Ford, who commanded the squadron on that station, in conjunction with Major-General Williamson, took possession of Jeremie, in the island of St. Domingo, at the intercession of the French royalists; and on the 23d, Cape Nichola Mole followed its example. The Commodore, in his public despatches, speaks highly of the zeal and attention shown by Captain Wolley on this occasion. About the same time, the frigates of the squadron entered l'Islet, and Bay des Flamands, on the south side of the island, where they captured upwards of 2000 tons of shipping, chiefly laden with West India produce.

Captain Wolley obtained post rank, Dec. 19, 1793; and in the following year commanded the Active frigate, in the North Sea, and subsequently at Newfoundland. His next appointment was to the Arethusa, mounting 44 guns, in which ship he conveyed the late Sir Ralph Abercromby to the Leeward Islands in the spring of 1796; and after the reduction of St. Lucia *, was detached by Sir Hugh Christian, with three frigates and two sloops, to co-operate with the army, in quelling the insurrections which then raged with great virulence in the islands of St. Vincent and Grenada.

The insurgents were chiefly Charibs, and people of colour; and after an obstinate resistance, they laid down their arms,

* See p. 134.

and surrendered by capitulation. On this service, two seamen belonging to the Arethusa, who were acting with the troops on shore, were killed; and 7 seamen killed, and 5 wounded, on board the Mermaid, by the bursting of one of her main-deck guns. We next find our officer employed at the conquest at Trinidad, and destruction of a Spanish squadron, by the forces under Sir Ralph Abercromby and Rear-Admiral H. Harvey, in Feb. 1797 *, on which occasion he superintended the debarkation of the army.

On the 10th Aug. following, the Arethusa being on her passage from the West Indies, with a detained neutral in tow, discovered three sail to windward, one of which, the Gaieté, a French corvette of 20 long 8-pounders and 186 men, had the temerity to bear down and commence an action, which she maintained for half an hour; when being much cut up in her sails and rigging, and unassisted by her consorts, she struck her colours. The enemy had 2 men killed and 8 wounded. The Arethusa 1 killed and 3 wounded.

On the 24th July, 1799, H. R. H. the late Duke of Kent embarked on board the Arethusa at Portsmouth, and proceeded in her to Halifax. During the remainder of the war she was employed in occasional cruizes, and captured several of the enemy's privateers. In the spring of 1801, she escorted an East India fleet from St. Helena to England; and early in the following year brought Brigadier-General Clinton and suite home from Madeira, at which island Captain Wolley had been presented with the thanks of the British Factory, for the protection he had at different times during the war afforded to their interests. A sword was at the same time voted to him, as a mark of the respect entertained by that body for his professional character.

From this period, we find no particular mention of our officer until Aug. 1, 1811, on which day he was advanced to the rank of Rear-Admiral. His commission as Vice-Admiral bears date Aug. 12, 1819. He married, April 7, 1804, Miss Francklyn, of Lansdowne Crescent, Bath.

Residence.—Clifton, Somersetshire.

* See note at p. 112.

VICE-ADMIRALS OF THE BLUE.

SIR WILLIAM JOHNSTONE HOPE,

One of the Commissioners for executing the office of Lord High Admiral; Senior Vice-Admiral of the Blue; Knight Commander of the most honorable Military Order of the Bath; Knight of the Order of Malta and of the Turkish Order of the Crescent; a Commissioner of the Board of Longitude; Member of Parliament for Dumfries-shire; Fellow of the Royal Society; a Vice-President of the Pitt Club of Scotland; and a Member of the Royal Caledonian Hunt.

THE surname of *Hope* is of great antiquity in Scotland. John *de Hope*, the immediate ancestor of the subject of this memoir, is said to have come from France, in the retinue of Magdalene, Queen to James V., anno 1537: settling in Scotland, he married Elizabeth Cumming, by whom he had a son, Edward, who was one of the most considerable inhabitants of Edinburgh in the reign of Queen Mary; and being a great promoter of the Reformation, was chosen one of the Commissioners for that Metropolis to the General Assembly in 1560.

The said Edward was father of Henry Hope, a considerable merchant, who married Jaqueline de Tott, a French lady, and by her had two sons: I. Henry, ancestor of the great and opulent branch of the *Hopes*, long settled at Amsterdam; and II. Thomas, an eminent lawyer*, great-grandfather of Charles, 1st. Earl of Hopetown; whose grandson, John, a merchant in London, married Mary, only daughter of Eliab Breton, of Fortyhill, Enfield, co. Middlesex, Esq. by Mary, daughter and co-heiress of Sir William Wolstenholme, Bart.

William Johnstone Hope, the third and youngest son by the above marriage, was born at Finchley, in the county of Middlesex, Aug. 16, 1766, and entered the naval service in the year 1776, under the patronage of his uncle, the late Com-

* Sir Thomas Hope was Advocate to Charles I. Three of his sons being at the same time Lords of Session, it was thought indecent that he should plead uncovered before them, which was the origin of the privilege the King's Advocates have ever since enjoyed.

missioner Hope*. The vessel in which he commenced his professional career was the Weazle, of 14 guns; and he afterwards accompanied his relative, successively, into the Hind, Crescent, Iphigenia, and Leocadia; serving in the West Indies, on the coast of Guinea, in the North Sea, and at Newfoundland.

From the Leocadia, Mr. Hope was removed into the Portland of 50 guns, bearing the flag of Vice-Admiral Campbell, on the Newfoundland station; and in Oct. 1782, he obtained the rank of Lieutenant in the Dædalus frigate, to which he was re-commissioned after the peace of 1783.

The Dædalus was employed on the coast of Scotland until 1784, when she was paid off at Chatham. We next find our officer serving as Flag-Lieutenant to the late Admiral Milbanke, Commander-in-Chief at Plymouth, with whom he continued till the spring of 1786, when he joined the Pegasus frigate, at the particular request of her Commander, H. R. H. Prince William Henry, whom he accompanied to Newfoundland, Halifax, and the West Indies †. On the latter station Lieutenant Hope exchanged into the Boreas, of 28 guns, at that time commanded by the heroic Nelson; and he remained in that ship until Nov. 30, 1787, on which day she was put out of commission at Sheerness.

Our officer was subsequently nominated one of the Lieutenants of the Victory, a first rate, fitting for the flag of Earl Howe; but as the disturbances in the United Provinces of Holland were speedily suppressed, by the vigorous measures of Great Britain and of Prussia, he was soon afterwards paid off, and for a short time remained on half-pay. His next appointment was to the Adamant, of 50 guns, in which ship the late Sir Richard Hughes hoisted his flag as Commander-in-Chief on the North American station, and sailed for Halifax about the month of June, 1789.

Early in 1790, Lieutenant Hope obtained the command of the Rattle sloop; and in the month of June following, (Captain Knox, of the Adamant, being under the necessity of retiring from active service, through ill health) he was chosen

* Charles Hope, Esq. Commissioner of Chatham Dock-yard, died Sept. 10, 1808.

† See p. 7, *et seq.*

to act as Captain of that ship, which still bore Sir Richard Hughes's flag. From a circumstance nearly similar, our officer shortly afterwards received another appointment. Towards the latter end of the same year, Captain Lindsay, of the Penelope frigate, resigned his commission, and Captain Hope was nominated to succeed him. He accordingly took the command of the Penelope, *pro forma*, and then returned to the Adamant. The Board of Admiralty, however, did not think proper to confirm his commission for the former ship; and the latter having been ordered home, he paid her off at Plymouth in the summer of 1792.

From this period we find no mention of Captain Hope till Jan. 1793. He then commissioned the Incendiary fire-ship; and continued in that vessel until Jan. 9, 1794, on which day he was advanced to the rank of Post-Captain in the Bellerophon, of 74 guns, at that time bearing the broad pendant, and subsequently the flag of the late Sir Thomas Pasley, who, it will be remembered, commanded a division of Earl Howe's fleet in the actions of May 28 and 29, and the ever memorable battle of June 1, in the same year, a general outline of which will be found in our memoir of Admiral Lord Gambier *.

On the 28th May, the republican fleet being discovered to windward, Rear-Admiral Pasley led on his own division with firmness and intrepidity to the attack. Towards the evening the Bellerophon brought the Revolutionnaire, of 110 guns, to action, and maintained the unequal contest for upwards of an hour, before any other of the British ships could arrive to support her. Being then disabled, she bore down to the main body of the fleet; and the darkness of the night soon after put an end to the partial action that had taken place between the advanced division and the rear of the enemy's line. At the dawn of the ensuing day, both fleets appeared drawn up in order of battle; and on Lord Howe making the signal to break through the French line, the Bellerophon immediately obeyed and passed between the fifth and sixth ships in the enemy's rear, accompanied by the Queen Charlotte and Leviathan. The rest of the British being at this time in the act of passing to leeward, and without the sternmost ships of

* See Note at pp. 75, 6, 7 and 8.

the French line, the enemy wore for the purpose of succouring their disabled vessels; which intention, by reason of the disunited state of his fleet, and having no more than the two crippled ships, the Bellerophon and Leviathan, at that time near him, Earl Howe was unable to frustrate. During the two succeeding days, the long and tedious interval between the skirmish last mentioned, and the final, the glorious termination of this so long pending contest, a thick fog prevented a renewal of the action: but the hostile fleets, in the short spaces of time when the atmosphere became less obscure, were constantly visible to each other.

Early in the morning of the 1st June, the British fleet, having previously had the good fortune to obtain the weather-gage, bore up for the purpose of bringing the enemy to a general and decisive action. Needless is it to say, that after a long and bloody battle, a total defeat of the French armament was effected. The loss sustained by the Bellerophon was trivial, considering how much she had been exposed; it amounted to no more than 4 men killed and 27 wounded. Rear-Admiral Pasley lost a leg on the occasion, and was soon afterwards rewarded for his gallant conduct with the dignity of a Baronet of Great Britain, and a pension of 1,000*l.* per annum *.

For his share in this brilliant affair, Captain Hope was presented with the gold medal, then first instituted by his late Majesty, as a mark of honorable distinction for naval services; and, in common with the other officers of the fleet, received the thanks of both Houses of Parliament. He continued to command the Bellerophon till Jan. 1795; and in the month of March following, was appointed to the Tremendous, another 74, attached to the Channel fleet, in which ship he remained till the ensuing May: when, at the request of Admiral Duncan, he joined the Venerable, of the same force, bearing the flag of that officer, under whom he served for some time in the North Sea. Unfortunately, however, he received a violent contusion on the head, on board one of the Russian men of war, at that period acting in conjunction with the British squadron, and was in consequence obliged to resign

* Sir Thomas Pasley died at Chilland-cottage, near Winchester, Nov. 29, 1808, aged 75 years. (See Sir PULTENEY MALCOLM.)

his command. This accident, which happened about the month of Oct. 1796, was no doubt a source of much chagrin to Captain Hope, as it deprived him of the honor of participating in the victory obtained over the Dutch fleet, off Camperdown, on the 11th Oct. 1797. In the course of the same year, he was employed to equip ten sail of gun-brigs at Leith, by the particular desire of the Lord Lieutenant of Edinburgh, the country at that period expecting to be invaded by France.

Our officer's next appointment was in Feb. 1798, to the Kent, a third rate of the largest class, then recently launched, and fitting for the flag of Lord Duncan; who, as soon as the ships destined to remain under his orders had repaired the damages sustained in the late action, returned again to his station, and by his continued vigilance almost annihilated the Dutch trade. The particulars of the expedition against Holland, by the combined forces of Great Britain and Russia, in the autumn of 1799, are fully detailed in our memoir of Vice-Admiral Sir Charles Hamilton, Bart.* On that occasion Captain Hope was present at the capture of the Helder, and the surrender of a Dutch squadron, commanded by Rear-Admiral Storey; and was afterwards charged with the official despatches to the Admiralty, announcing the important event. On his arrival in London, he had the gratification of receiving his Sovereign's personal thanks for his services, together with a purse of 500*l*., for the purpose of purchasing a sword. At a shortly subsequent period, the Emperor of Russia was also pleased to send him the ribband and cross of a Knight of the Order of Malta †.

At the commencement of 1800, Lord Duncan resigned the command in the North Sea; and in the ensuing month of June, the Kent was sent to reinforce the fleet under the orders of Lord Keith, on the Mediterranean station. In the

* See p. 414, *et seq.*

† Knights of the Order of Malta, anciently styled Knights Hospitallers of the Order of St. John of Jerusalem, and afterwards Knights of Rhodes, were first instituted in the year 1043. H. I. M. the Emperor of all the Russias, is the Grand Patron of the Order, the insignia of which has never, we believe, been conferred on more than two British officers: viz. Sir W. Johnstone Hope, and the late Sir Home Riggs Popham, a memoir of whom will be found in the "Annual Biography and Obituary for 1822."

course of the same year an attack was meditated upon the city of Cadiz, and Captain Hope nominated to the command of a battalion of seamen, to be landed with the army; but in consequence of the representations which were made by the Spanish Governor of the miserable situation of the inhabitants, who were then suffering beneath a violent epidemic disease, the enterprise was abandoned, and the fleet returned to Gibraltar.

In the month of December, Captain Hope received Lieutenant-General Sir Ralph Abercromby, with his staff, on board the Kent, at Gibraltar, and conveyed him from thence to Egypt. He was subsequently employed in the blockade of Alexandria; and remained upon that station till Cairo surrendered to the British arms *. As the service then required the Kent to be appropriated to the flag of Sir Richard Bickerton, and as Captain Hope was not disposed to serve under a Flag-Officer, he was allowed to return to Europe; but previously to his departure, the Commander-in-Chief was pleased, in compliment to his professional merit, to offer him the situation of First Captain of the Fleet. Particular circumstances, however, with which we are unacquainted, induced him to decline the proposal.

A general peace soon afterwards took place; in consequence of which Captain Hope remained on half-pay until the renewal of hostilities, in the spring of 1804; when he was appointed to the Atlas, of 74 guns, originally a 3-decker, fitting at Chatham, and afterwards employed off the Texel. This command he held for about three months, at the expiration of which time he was obliged, from ill health, to come on shore; and we find no farther mention of him till early in 1807, when he was called on to take a seat at the Board of Admiralty, which he vacated in the year 1809. He was nominated a Colonel of Royal Marines, Aug. 1, 1811; advanced to the rank of Rear-Admiral, Aug. 12, 1812; appointed Commander-in-Chief at Leith, in Nov. 1813; created a K. C. B. Jan. 2, 1815; and re-appointed to the chief command on the

* For the commendations bestowed by the naval and military Commanders-in-Chief upon the officers of the fleet employed on the coast of Egypt, and for other interesting particulars relative to the campaign in that quarter, the reader is referred to pp. 54, 129, 259, and 313 of this volume.

coast of Scotland, in the spring of 1816, where he continued until Sept. 1818. In Jan. 1820, he again became a Lord of the Admiralty, on which occasion he succeeded Sir Graham Moore, who had been appointed to the command in the Mediterranean. His promotion to the rank of Vice-Admiral took place Aug. 12, 1819.

Sir Wm. Johnstone Hope is representative in Parliament for the shire of Dumfries *. He married 1st, July 8, 1792, the Lady Anne Johnstone Hope, eldest daughter of James, 3d Earl of Hopetoun, and by her (who died at Roehill, N. B. in Aug. 1818,) had issue four sons, three of whom are officers in the Royal Navy, and two daughters. 2dly, Oct. 30, 1821, Maria, daughter of Sir John Eden, Bart., of West Auckland and Windlestone, co. Durham, and relict of Frederick William, 7th Earl of Athlone.

A portrait of Sir William Johnstone Hope, in the uniform of a Post-Captain, is prefixed to his Memoir in the Naval Chronicle, v. 18, p. 269.

RIGHT HON. LORD HENRY PAULET,

Vice-Admiral of the Blue, and Knight Commander of the most honorable Military Order of the Bath.

THIS officer is the youngest son of George, twelfth Marquis of Winchester, whose ancestor Hercules, lord of Tournon, in Picardy, came to England in the reign of Henry I. and settling in the lordship of Paulet, co. Hants, assumed the name of the place of his residence, as was universally the custom at that period.

* In June 1800, whilst absent in the service of his country, Captain Hope was elected M. P. for the Dumfries district of Burghs; and in Oct. 1804, the county of Dumfries having lost its representative, by the death of General Sir Robert Laurie, he was unanimously returned as the knight of that shire; and on that occasion, agreeably to an ancient local custom, was invested with a sword immediately after the election.

At the general election which succeeded the dissolution of Parliament, in Oct. 1806, he was again chosen for the same place, after encountering a violent opposition, raised against him under the influence of the party then in power, in which scarcely any means were left untried that presented a probability of thwarting his views.

We find no mention of Lord Henry Paulet prior to the commencement of hostilities against the French republic, when he commanded the Nautilus sloop, which vessel formed part of the squadron under Vice-Admiral Laforey, at the capture of the island of Tobago *. On the 9th Jan., 1794, he was promoted to the rank of Post-Captain, and in the same year commanded the Vengeance, of 74 guns, bearing the broad pendant of Commodore C. Thompson, at the reduction of Martinique †.

Lord Henry's next appointment appears to have been to the Astrea, of 32 guns and 212 men, stationed in the Channel. On the 10th April, 1795, his lordship captured, after a close action of 58 minutes, la Gloire, of 42 guns and 275 men, of whom 40, including the French Captain, were killed and wounded. The Astrea had only 8 men wounded. Soon after this event our officer removed into the Thalia, of 36 guns, attached to Lord Bridport's fleet, and was present at the action off l'Orient, on the 23d June in the same year ‡.

The Thalia remained on Channel service until Jan., 1797, when she accompanied the squadron under Rear-Admiral Parker, sent to reinforce Sir John Jervis, with whom a junction was happily effected on the 6th Feb., just eight days previous to the memorable encounter with the Spanish fleet, off Cape St. Vincent §.

From this period until June 12th, 1798, Lord Henry Paulet was employed on the Mediterranean station, where he captured l'Espoir corvette, of 16 guns, and several French and Spanish privateers. He was subsequently appointed to the Defence, of 74 guns, in which ship he continued, serving successively with the Channel fleet, in the Baltic, and on the coast of Spain, until the peace of Amiens, in 1801.

On the renewal of the war, his lordship obtained the command of the Terrible, of 74 guns, employed in the blockade of the enemy's ports. At the general promotion, Aug. 1st, 1811, he was nominated a Colonel of Royal Marines; and

* Sir John Laforey, in conjunction with Major-General Cuyler, took the island of Tobago on the 15th April, 1793. The French commandant having refused to surrender, the works were stormed and carried, against a strong resistance, with some loss.

† See p. 19. ‡ See p. 246. § See p. 21, *et seq.*

on the 12th Aug. in the following year, advanced to the rank of Rear-Admiral. In the spring of 1813, he was called upon to take a seat at the Admiralty, which he was obliged to resign through ill health in 1816.

At the extension of the most honourable Order of the Bath into three classes, Jan. 2, 1815, the insignia of a Knight Commander was conferred upon Lord Henry Paulet, and on the 12th August, 1819, he became a Vice-Admiral.

His lordship married, Oct. 27, 1813, Maria, youngest daughter of E. Ravenscroft, of Portland Place, Esq.

Residence.—West Hill Lodge, Titchfield, Hants.

CHARLES WILLIAM PATERSON, Esq.

Vice-Admiral of the Blue.

This officer, a native of Berwick, is the son of the late Captain James Paterson of the 69th regiment of foot, by a daughter of Charles William Tonyn, Esq., Major of the 6th regiment or Inniskilling dragoons, and great-grand-daughter of Sir Patrick Hume, first Earl of Marchmont, the different branches of whose family intermarried with some of the first nobility of England and Scotland.

Having lost his father when very young, he entered the naval service in 1765, under the patronage of his noble relative the last Earl of Marchmont *, on board the Shannon frigate, commanded by Captain Braithwaite. In 1768, we find him serving as a Midshipman of the St. Antonio, under the command of his uncle, the late Captain George Anthony Tonyn, with whom he removed into the Phœnix, on that officer being appointed Commodore on the African station, where he appears to have continued during the ensuing two years. He subsequently served as Master's Mate, and Midshipman, in the Flora, Rose, Ardent, Ramillies, and Eagle; the latter bearing the flag of Lord Howe, whom he accompanied to America, where he assisted at the reduction

* The titles of Earl of Marchmont and Viscount Blazonberry, have been dormant ever since 1793. They descend to the heirs general, and are claimed by Lieutenant Alexander Home, R. N.

of Long Island, the capture of New York, and the various expeditions up the North and East rivers *.

In 1777, three years after he had passed for that rank, Mr. Paterson was promoted by Lord Howe to be a Lieutenant in the Strombolo fire-ship, which vessel formed part of several expeditions undertaken by his Lordship during his stay in America †. On his return to New York, after assisting in the attack upon, and capture of Philadelphia, our officer was removed into the Brune, commanded at that time by Captain Fergusson, the late Lieutenant-Governor of Greenwich Hospital, and subsequently by the present Admiral W. Peere Williams Freeman, with the latter of whom he returned to England at the close of 1778. His next appointment was to the Ardent, as first Lieutenant; and from that ship he went, early in 1780, into the Alcide, in which we find him present at the capture of St. Eustatia, Feb. 3, 1781 ‡. From this period he served under the flag of Sir George B. Rodney in the Sandwich, Gibraltar, and Formidable, until advanced by that gallant veteran to the command of the Blast fire-vessel, an event that occurred in 1782, the same year in which the fleet of Great Britain obtained a most complete victory over that of France, commanded by the Count de Grasse, who was himself captured with the Ville de Paris, and four other ships of the line, besides one sunk in the action §.

The Blast remained in the West Indies until the peace of 1783, when she returned to England, and was put out of commission. At the commencement of the war with the French republic, Captain Paterson obtained the command of the Gorgon store ship, in which he proceeded with the late Viscount Hood to the Mediterranean, where he was promoted by his Lordship to post rank in the Ariadne, of 20 guns, by commission dated Jan. 20, 1794; and in the course of the same year removed into the Melpoméne, a fine frigate taken possession of at Calvi, when that place surrendered to the British arms ‖.

* See Retired Captain, Sir ANDREW SNAPE HAMOND.

† For a Memoir of Earl Howe, see Naval Chronicle, vol. I, p. 1, *et seq.*

‡ See p. 127.

§ See p. 35, *et seq.* An interesting memoir of Lord Rodney will be found in the Naval Chronicle, v. I, p. 353, *et seq.*

‖ See p. 252.

After the final subjugation of Corsica, where, as well as at Toulon, he had served with no inconsiderable degree of credit, our officer was ordered home, and we lose sight of him until 1796, when he was appointed inspecting Captain of the county quota men for the stewartry of Kircudbright and shire of Wigtoun. Returning from that duty in the following year, he received an appointment to the Admiral de Vries, of 68 guns, armed *en flute*, in which he continued until Dec. 1799, and then assumed the temporary command of the Montagu, a third rate.

On joining this latter ship, Captain Paterson found her crew in the most relaxed state of discipline; their irregular conduct, however, he succeeded in correcting; and for his judicious conduct in restoring them to a state of subordination, had the gratification of receiving due applause from the officer under whose orders he was then serving *. His next appointment was to the St. Fiorenzo, in which frigate he had the honor of attending his late Majesty during two succeeding seasons at Weymouth. He also made a trip to the Mediterranean, for the purpose of affording protection to the trade bound thither; and on his return from thence was employed in the blockade of Havre de Grace, on which service he continued until the peace of Amiens.

Captain Paterson does not appear to have been again called into service until the month of Jan. 1810, when he was ordered by Lord Mulgrave to superintend the *depôt* for prisoners of war at Portchester Castle in Hampshire. Early in the following year he was appointed by the Right Hon. Charles Yorke to the Puissant; the command of which ship, if we mistake not, he retained until Aug. 12, 1812, when he was advanced by Viscount Melville to the rank of Rear-Admiral. His commission as Vice-Admiral bears date Aug. 12, 1819.

Our officer married, in March 1801, Jane Ellen, eldest daughter of the late David Yeats, Esq., Registrar of his Majesty's late Province of East Florida, and great-grand-daughter of the above mentioned Major Tonyn †.

Residence.—East Cosham Cottage, near Portsmouth, Hants.

* The present Admiral Sir JAMES HAWKINS WHITSHED.

† The Vice-Admiral's mother, and Mrs. Paterson's grand-mother, were sisters.

SIR GEORGE COCKBURN,

One of the Commissioners for executing the office of Lord High Admiral; Vice-Admiral of the Blue; Major-General of the Royal Marines; Knight Grand Cross of the most honourable Military Order of the Bath; a Commissioner of the Board of Longitude; and Member of Parliament for Weobly, in Herefordshire.

DIFFERENT families of the name of Cockburn anciently held very extensive possessions, and enjoyed the highest offices and prerogatives in Scotland. The first of the family of Langton, we learn from authentic records, was Alexander de Cockburn, who obtained the baronies of Bolton, Carriden, and Langtoun, from King David II. and in 1370 was nominated Usher to the Scottish monarch.

The subject of this memoir is the second son of the late Sir James Cockburn, Baronet, (a descendant of the said Alexander) by Miss Ayscough, daughter of the late Dean of Bristol, and niece to Lord Littleton *. At the commencement of the war with the French republic, we find him proceeding to the Mediterranean with Vice-Admiral Hotham, in the Britannia, of 100 guns; from which ship he removed into the Victory, another first rate, bearing the flag of Viscount Hood, by whom he was promoted to the command of the Speedy sloop. Early in 1794 he was nominated acting Captain of the Inconstant frigate; and subsequently of the Meleager, of 32 guns. His latter appointment was confirmed by a post commission, bearing date Feb. 24, 1794.

With the exception of his being present at the capture of the Ca Ira and Censeur, two French line-of-battle ships, off Gourjon bay †, we find no particular mention of Captain Cockburn until the summer of 1795, at which time he joined the squadron commanded by Commodore Nelson, employed in co-operation with the Austrian and Piedmontese armies, under

* Our officer's elder brother, James, the present Baronet, was, in 1806, appointed Under Secretary of State; in 1807, Governor and Commander-in-Chief of Curaçoa; and in 1811, Governor, &c. of the Bermudas. He now holds the office of Paymaster of the Royal Marines.

† See p. 340.

General de Vins; and in checking the trade between Genoa, France, and the places occupied by the republican troops.

The various and important services which that lamented hero performed with his small squadron, during the Vado campaign, formed a striking contrast with the slow and unprofitable movements of the Imperialists; and on one occasion he actually impeded the progress of the Conqueror of Italy. Six vessels, laden with cannon and ordnance-stores for the siege of Mantua, sailed from Toulon for St. Pier d'Arena. Assisted by Captain Cockburn, he drove them under a battery, the fire of which he silenced, and captured the whole. Military books, plans, and maps of Italy, with the different points marked upon them, where former battles had been fought, sent by the Directory for Buonaparte's use, were found in the convoy. The loss of this artillery was one of the chief causes which compelled the French to raise the siege of Mantua: but there was too much treachery, and too much imbecility, both in the councils and armies of the allied powers, for Austria to improve this momentary success.

We make the following extract from Commodore Nelson's letter to Sir John Jervis, giving an account of the above capture:

"I directed Captain Cockburn of the Meleager to lead in, which he did in the most officer-like manner; and at 3 o'clock the Meleager and Agamemnon brought up in less than four fathoms water, as did soon afterwards the Peterell and Speedy. After a short resistance from the battery and vessels, we took possession of them. It is impossible I can do justice to the alacrity and gallantry ever conspicuous in my little squadron. Our boats boarded the national ketch la Genie, the Commodore of the convoy, notwithstanding the fire of three 18-pounders, and one of similar calibre, in a gun-boat. The Blanche and Diadem being to leeward, the former could not anchor until the vessels had struck; but the boats of all the ships were active in getting the prizes off the shore, the enemy having cut their cables when they surrendered. A smart fire of musketry was kept up from the shore during the whole of this service.

"Much as I feel indebted to every officer in the squadron, yet I cannot omit to mention the great support and assistance I have ever received from Captain Cockburn, who has been nearly a year under my command on this station; and I should feel myself guilty of neglect of duty, were I not to represent his zeal, ability, and courage, which are conspicuous on every occasion that offers *."

* The above-mentioned affair took place May 31, 1796; the loss sus-

Amidst the excesses and cruelty which the French at this time committed, it was their custom to sell the Imperialists who fell into their hands, to the Spaniards, by whom some were transported to the mines in South America, and others selected for recruits. In the above convoy were found 152 Austrian grenadiers, who had been taken prisoners of war, and were thus happily delivered from the horrible fate that awaited them.

Captain Cockburn's next appointment was to la Minerve, of 42 guns and 281 men; in which ship his friend Nelson hoisted his broad pendant on the 10th Dec. 1796, and proceeded, with the Blanche frigate under his orders, to superintend the evacuation of Porto Ferrajo. On his way, he fell in with two Spanish frigates, the Sabina and Ceres, each mounting 40 guns. La Minerve engaged the former, which was commanded by Don Jacobo Stuart, a descendant of the Duke of Berwick, son of James II. After an action of three hours, during which the enemy, according to Commodore Nelson's letter, had 164 men killed and wounded, the Sabina struck †.

The Spanish Captain had hardly been conveyed on board la Minerve, when the Matilda, of 34 guns, came up, compelled her to cast off the prize, and brought her to action. After half an hour's trial of strength, the British frigate compelled this her second antagonist to wear and haul off, and would most probably have captured her, had not a 3-decker and two other ships hove in sight. The Blanche, from which the Ceres had got off ‡, was far to windward, and la Minerve escaped only by the anxiety of the enemy to recover their own ship, in which they succeeded, but not until the whole of her masts had fallen §. From the Commodore's official letter to

tained by the British was 1 man killed and 3 wounded. On the 25th of the preceding month, the boats of the Agamemnon, Diadem, Meleager, and Peterell, cut out four vessels laden with provisions, wine, arms, and ammunition, from under the batteries at Loäno, on which occasion Lieutenant (now Captain) Noble of the former ship, and two seamen belonging to the Meleager, were wounded.

† The Spaniards in an account of the action published at Carthagena, tated their loss at 10 killed and 45 wounded, 2 of them mortally.

‡ See superannuated Rear-Admiral D'ARCY PRESTON.

§ See Captain Sir T. M. HARDY, in our next volume.

the Commander-in-Chief relative to these actions, in which la Minerve had a Midshipman and 6 men killed, 1 Lieutenant, the gunner, boatswain, and 41 wounded, we extract the following passage relative to her Captain and Officers:—

"You are, Sir, so thoroughly acquainted with the merits of Captain Cockburn, that it is needless for me to express them; but the discipline of la Minerve does the highest credit to her Captain and Lieutenants, and I wish fully to declare the sense I entertain of their judgment and gallantry. Lieutenant Culverhouse is an old officer of distinguished merit*. Lieutenants Hardy, Gage, and Noble, deserve every praise which gallantry and zeal justly entitled them to, as does every other officer and man in the ship. You will observe, Sir, I am sure with regret, amongst the wounded, Lieutenant James Noble, who quitted the Captain to serve with me, and whose merit and repeated wounds received in fighting the enemies of our country, entitle him to every reward which a grateful nation can bestow||."

The Commodore arrived at Porto Ferrajo Dec. 27, and la Minerve was there repaired. On the 29th Jan. 1797, the whole of the naval establishment having been withdrawn from that station; the necessary arrangements made for the removal of the troops under General de Burgh; and the late Viceroy of Corsica† with his suite embarked on board that ship, the squadron and transports sailed for Gibraltar, where they arrived in safety on the 10th of the following month. Nelson remained but one day at that place, and then proceeded in search of his Admiral. Off the mouth of the Straits he fell in with the Spanish fleet under Don Josef de Cordova, by two of whose ships he had been chased in the Gut; and on the 13th reaching the rendezvous off Cape St. Vincent, communicated intelligence of the force and situation of the enemy to Sir John Jervis, by whom he was immediately

* Lieutenant Culverhouse was afterwards promoted; and drowned, together with his wife, by the upsetting of a boat in Table Bay, about the year 1809.

|| Soon after Nelson's return to England from his unsuccessful expedition against Teneriffe, an account of which will be found at p. 39', *et seq.*, he sent a letter to Earl St. Vincent containing the following request: "After George Cockburn's gallant action with the Sabina, I directed a gold-hilted sword to be made for him, which I had hoped to present to him myself in the most public and handsome manner; but as Providence has decreed otherwise, I must beg of you to present it for me. My good friend Grey will, I hope, enquire and get it out of the Argo. I feel confident of your goodness."

† See Note at p. 255.

ordered to remove into his former ship, the Captain of 74 guns.

Towards the close of the memorable battle of Feb. 14, 1797 *, la Minerve again received the broad pendant of Commodore Nelson, who directed Captain Cockburn to proceed to the van of the British fleet, it being his intention to go on board any of the line-of-battle ships then engaged. Before this could be effected, however, the signal was made to discontinue the action; and in the evening the Commodore took up his residence on board the Irresistible.

From this period until the suspension of hostilities, la Minerve continued on the Mediterranean station, and cruized with very considerable success, capturing several privateers and valuable merchantmen. In the summer of 1801, she formed part of a squadron of frigates under the orders of Captain (now Sir Lawrence W.) Halsted, employed off Elba, to prevent supplies being conveyed to the French troops on that island. Whilst employed on this service, Captain Cockburn assisted at the capture of the Success, formerly a British frigate, and destruction of la Bravoure, of 46 guns and 283 men, near Leghorn. Her commander, with several of his officers, were made prisoners by la Minerve's boats.

Towards the latter end of the same year, la Minerve returned to England with the flag of Sir John B. Warren; and in the summer of 1803, Captain Cockburn obtained the command of the Phäeton, another large frigate, in which he conveyed Mr. Merry, Ambassador to the United States, his Lady, and *suite*, to New York.

Our officer was afterwards appointed successively to the Howe, Captain, Aboukir, and Pompée, ships of the line, but does not appear to have had any opportunity of particularly distinguishing himself, until early in the year 1809, when we find him serving with the temporary rank of Commodore, under Sir Alexander Cochrane, at the reduction of Martinique †. The Commander-in-Chief, in his official despatches to the Admiralty relative to that important conquest, says,—"*I have already informed their lordships, that I entrusted the whole of the naval arrangements on shore to Commodore Cockburn; his exertions have been unremitting, and his merit beyond my praise.*"

* See p. 23, *et seq.* † See p. 264.

In the following summer, Captain Cockburn commanded the Belleisle, a third rate, in the expedition to the Scheldt; and after the army had been landed, took the command of a division of bombs and gun-vessels, which, under his directions, were most judiciously placed against the south-east end of the town of Flushing, and bombarded that place until the French Commandant signified his intentions to surrender*. Captain Cockburn was then selected, together with the Adjutant-General of the army, to settle the terms of capitulation, which were finally concluded in the evening of the 15th July. The loss sustained by that part of the flotilla under his orders, at the attack of Flushing, amounted to 7 men killed and 22 wounded: among the former was Lieutenant Rennie, of the Marlborough, and in the latter list Lieutenant Russel, of the San Josef.

Early in 1810, Captain Cockburn was appointed to the Implacable, another 74-gun-ship; and in the ensuing autumn we find him serving under Sir Richard Keats at Cadiz, in the defence of which city he exhibited his usual zeal and ability on every occasion that presented itself. He was subsequently sent to South America, to mediate between Spain and her trans-atlantic colonies, and on this occasion, we believe, was established in the rank of Commodore.

At the general promotion, Aug. 1st. 1811, our officer was nominated to one of the vacant Colonelcies of Royal Marines; and on the 12th Aug. in the following year, advanced to the rank of Rear-Admiral; he soon after proceeded to the coast of North America, with his flag in the Marlborough, of 74 guns.

In the month of April, 1813, the Rear-Admiral commenced a desultory warfare in the southern part of the United States, by proceeding with a light squadron up the rivers at the head of Chesapeake Bay, and attacking the different towns and repositories of stores on their banks. These operations, though successful, were of no other moment than as they tended to impress the minds of the people in those parts with a desire for the termination of hostilities, to which they were in danger of becoming victims. A more important enterprize was undertaken against a post at Hampton, in Virginia, defended by a

* See p. 290.

considerable body of troops, and commanding the communication between the upper part of the country and Norfolk. On the 26th June, Sir Sidney Beckwith, at the head of the flying corps attached to the fleet under Sir John B. Warren, who had embarked his troops on board Rear-Admiral Cockburn's squadron, landed to the westward of Hampton, and, whilst the enemy's attention was engaged by a fire from the vessels upon the batteries, he turned their flank unperceived. A brisk action ensued, which terminated in his gaining possession of their camp and fortified works. The total loss sustained by the British on this occasion was 5 men slain, 33 wounded, and 10 missing. In the following month, Rear-Admiral Cockburn took possession of Ocracoke and Portsmouth islands, on the coast of North Carolina, by which an end was put to the commerce carried on from the port of the former by means of the inland navigation. A brig of war mounting 18, and a schooner of 10 guns, were also captured there.

The hostile operations on the southern coast of the United States, had hitherto been rather of a harassing and predatory kind, than directed to any important purpose; but it was now resolved to strike a blow in this quarter that might exert an influence upon the fate of the war. A large naval force under the command of Sir Alexander Cochrane, having on board a strong body of troops, commanded by Major-General Ross, assembled in the Chesapeake in the beginning of Aug. 1814, waiting the arrival of a reinforcement from Bermuda. Their junction took place on the 17th, when the Commander-in-Chief was informed by Rear-Admiral Cockburn, that the American Commodore Barney, with the Baltimore flotilla, had taken shelter at the head of the Patuxent; of this circumstance advantage was taken as a pretext for ascending that river, with the avowed purpose of an attack upon Barney; but the real and ultimate object was the American capital, not far distant from a port on the Patuxent. A detachment being sent to bombard Fort Washington, situated about ten or twelve miles below the city, and several vessels sent up the Chesapeake, above Baltimore, by way of diversion; the main body of the army, with the marine battalion, a detachment of seamen, and the rocket corps, were landed at Benedict on the 19th and 20th Aug. On the 21st, Major-Ge-

neral Ross marched to Nottingham, higher up the Patuxent, on the same (right) bank; the armed boats and tenders of the fleet, under Rear-Admiral Cockburn, making a corresponding movement in communication with the troops on shore, and in pursuit of Commodore Barney, who, with his flotilla, consisting of one armed sloop and sixteen vessels, retired before them. On the 22nd the army moved to Marlborough, while the boats pursued the flotilla; and on their near approach, it was observed that the enemy, instead of waiting an attack, had set fire to his vessels, all of which blew up in succession, except the last gun-boat, which, with thirteen merchant schooners, and a considerable quantity of tobacco, were captured, and such as were worth transporting, brought away. In consequence of this success, the right flank of the army was secured; and the force of the Americans being ascertained to be such only as would justify an attempt to take the capital by a *coup de main*, Major-General Ross in concert with Rear-Admiral Cockburn, determined on making it.

In the course of the 23d, all necessary preparations were made for the advance; and in the afternoon, the troops, and an additional number of seamen and marines being landed from the squadron, proceeded about five miles nearer Washington, where they bivouacqued for that night.

On the morning of the 24th, the whole, with the Major-General and the Rear-Admiral, accompanied by Captains Wainwright, Palmer, and Money, of the navy, advanced upon Bladensburgh, a village and strong position about five miles from Washington. Here the enemy's army was discovered on the opposite side of the river, estimated at upwards of 8,000 men, with Commodore Barney and the crew of his flotilla, strongly posted on two commanding heights, his advance occupying a fortified house, which, with the artillery, covered the bridge that the British had to pass over. Notwithstanding the great fatigue which the state of the weather and their previous march and labours had occasioned, his Majesty's forces evinced the greatest alacrity, and while a part only of the army was come up, the Commander of the troops seeing a favourable opportunity of attack, resolved not to defer it: a column of about 1,500 men advanced upon the enemy, stormed his position, and totally routed him, taking

10 pieces of cannon, killing great numbers, and making several prisoners: among the latter was Commodore Barney, who was also wounded.

President Madison, the Secretary at war, and the Secretaries of state and of the navy, are said to have been present at the beginning of the action. The loss sustained by the British in this decisive affair, was 63 men killed and 185 wounded.

Immediately after the action, the remains of the American army retreated through Washington, and across the Potowmac into Virginia. Having halted a short time, the British troops advanced; and, notwithstanding the resistance made by the enemy, took possession of Washington.

All that evening and night, the invaders were employed in destroying the public buildings, stores, and property to a great amount. The enemy in his retreat had set fire to the dock-yard and arsenal; a frigate of the largest class ready for launching, and a sloop of war already afloat, were also burnt. The destruction was completed by the British *seamen* next morning; but private property was respected, and strict discipline observed.

In addition to the dock-yard, &c., already mentioned, the States' rope-walk, and an immense and costly assemblage of naval stores of all kinds, together with the vast and splendid public edifices that had so lately adorned that maiden capital, THE PALACE *of the* PRESIDENT, the SENATE HOUSE, the HOUSE of REPRESENTATIVES, the TREASURY, the WAR OFFICE, and the GREAT BRIDGE across the Potowmac, were devoured by the flames, blown up from their foundations, or otherwise destroyed!

The object of the expedition being effected, a retreat was commenced on the night of the 25th; the army reached Benedict on the 29th, and re-embarked on the following day, having met with no molestation on its return.

The following is an extract from the despatches of Sir Alexander Cochrane, relative to the above enterprise:—"*I have before had occasion to speak of the unremitting zeal and exertions of Rear-Admiral Cockburn during the time he commanded in the Chesapeake under my orders: the interest and ability which he has manifested throughout this late arduous service, justly entitle him to my best thanks, and to the ac-*

knowledgements of my Lords Commisioners of the Admiralty."

Major-General Ross, in his official letter to Earl Bathurst, says,—"*To Rear-Admiral Cockburn, who suggested the attack upon Washington, and who accompanied the army, I confess the greatest obligation, for his cordial co-operation and advice.*"

The next important event was the unsuccessful attack made upon Baltimore, in Sept. 1814; the army succeeded in defeating the Americans, and approached close to the city; but so efficient were the naval means of defence, that our ships of war could not co-operate, and all the brilliant achievements of our soldiers proved useless On this occasion that part of the naval service which was connected with the army, was again confided to Rear-Admiral Cockburn, who evinced his usual zeal and ability, and executed his important trust to the entire satisfaction of the Commander-in-Chief.

The heaviest loss sustained by the British in this expedition was that of the gallant Major-General Ross, who fell by the side of the Rear-Admiral, when reconnoitring the enemy previous to the action.

During the remainder of the war with America, the subject of this memoir was incessantly employed in scouring the enemy's rivers, destroying their towns, batteries, shipping, and property to an immense amount.

In the month of July, 1815, when the late ruler of the French nation surrendered himself to the British, his present Majesty, then Prince Regent, depending on "the well known zeal and resolute character of Sir George Cockburn *," confided that personage to his care. The Rear Admiral was at the same time appointed Commander-in-Chief at the Cape of Good Hope and the island of St. Helena; to the latter of which places, as is well known, his turbulent prisoner was conveyed for the purpose of secure detention. On the 8th Aug. Sir George sailed from Plymouth with his flag on board the Northumberland, into which ship General Buonaparte had previously been removed from the Bellerophon; and on the 16th Oct. following, landed the latter at the place of his des-

* The Rear-Admiral had been rewarded for his eminent services with the insignia of a K. C. B. Jan. 2, preceding.

tination, where our officer continued until the arrival of Sir Hudson Lowe, to whom he transferred his charge; and being relieved in the command of the squadron by Sir Pulteney Malcolm, returned to England.

On the 20th Feb. 1818, Sir George Cockburn was created a G. C. B.; in the following month he obtained a seat at the Board of Admiralty; and at the general election in the same year, was chosen representative in Parliament for the Borough of Portsmouth. His promotion to the rank of Vice-Admiral took place Aug. 12, 1819; and on the 5th April, 1821, he received the honorable appointment of Major-General of the Royal Marines.

Sir George represents Weobley, co. Hereford, in the present Parliament, having been elected for that borough in 1820.

Residence.—Admiralty.

JAMES CARPENTER, Esq.

Vice-Admiral of the Blue.

This officer is an old follower of the present veteran Admiral of the Fleet, whom he accompanied to the West Indies as a Lieutenant of his flag-ship, the Boyne of 98 guns, and was there promoted to the command of the Nautilus sloop. He served on shore with a detachment of seamen under the orders of Captain Eliab Harvey, at the reduction of Martinique in 1794; and received the public thanks of Sir Charles Grey, the military Commander-in-Chief, for his active co-operation. He was advanced to the rank of Post-Captain in the Bien Venu, a prize frigate by commission bearing date March 25, 1794. From that ship he afterwards removed into the Alarm of 32 guns; and early in the following year, co-operated with the army under General Sir John Vaughan in reducing to submission the Charibs and negroes of St. Vincent, Grenada, and Dominica, who, encouraged by the French republicans from Guadaloupe, were committing the most horrid acts of cruelty on the defenceless inhabitants, putting to death men, women, and children; and burning the plantations. The insurgents were completely defeated with great slaughter in several attacks. The loss on

the part of the British was also considerable. Sir John Vaughan, in his public despatches, particularly mentioned the zeal and activity at all times manifested by our officer whilst employed on this service. About the same time, the Alarm, in company with the Bellona, 74, captured le Duras, of 20 guns and 70 men, having on board 400 troops, off the island of Deseada.

In 1799, we find Captain Carpenter commanding the Leviathan of 74 guns, bearing the flag of Rear-Admiral Duckworth, with whom he had formerly been a messmate. On the 5th April, 1800, that ship, while cruizing near the Gut of Gibraltar, in company with the Swiftsure, 74, and Emerald frigate, had the good fortune to fall in with a convoy that had sailed from Cadiz a short time previous, bound to Lima. On the two following days, the squadron succeeded in capturing two frigates, each mounting 36 guns, having on board 3,000 quintals of quicksilver, together with eleven sail of merchantmen richly laden, the whole of which were conducted in safety to Gibraltar. The Spanish frigates used the greatest exertions to get off, and displayed a gallantry in commencing an action with such a superior force, as might be truly termed temerity. They had 23 men killed and 28 wounded. On board one of them the Archbishop of Buenos Ayres was a passenger.

In the month of June following, Rear-Admiral Duckworth having been appointed to the command at the Leeward islands, proceeded thither from the Mediterranean, in the Leviathan, accompanied by Captain Carpenter, who invalided soon after his arrival in the West Indies, and took a passage to England in the Charlotte merchant vessel, which was escorted to the northward of the islands by the Gypsey tender, of 10 guns and 42 men, commanded by Lieutenant Coryndon Boger.

On the 8th October, the Gypsey being off the north end of Guadaloupe, fell in with a French sloop, and after a very gallant and severe conflict, compelled her to strike. She proved to be the Quidproquo, of 8 guns and 98 men, 80 of whom were Guadaloupe chasseurs. The loss on the part of the British was 3 men killed, and 9 (including Lieutenant Boger) wounded. The enemy had 5 killed and 11 wounded.

Captain Carpenter subsequently commanded the Antelope of 50 guns. He was made a Rear-Admiral, Aug. 12, 1812; and attained his present rank on the 12th Aug. 1819.

ROBERT BARTON, Esq.

Vice-Admiral of the Blue.

At the commencement of the war with France, in 1793, this officer commanded the Hawke, of 16 guns, in which sloop he escorted a fleet of merchantmen to the West Indies. On the 2d April, 1794, he was promoted to the rank of Post-Captain; and in the following year, we find him in the Lapwing, of 34 guns and 193 men, on the North Sea station, where he remained but a short time, and was then again ordered to afford protection to the trade bound to the colonies.

On the 25th Nov. 1796, Captain Barton, then lying at St. Kitts, received intelligence that a French force, consisting of two ships of war, several smaller vessels, and 400 troops, commanded by Victor Hughes, was attacking Anguilla. He immediately weighed and proceeded to the relief of that island; but the wind blowing strong from the northward, prevented his getting up before the morning of the 27th, when he found the enemy had landed the preceding day, burnt several houses in the town, plundered the island, and committed every devastation possible, attended with acts of great cruelty. Upon the appearance of the Lapwing, they re-embarked and endeavoured to get off; which Captain Barton effectually prevented, by bringing both the men of war to close action, which lasted near two hours, when the largest, le Décius, of 26 guns and 2 brass field pieces, with 133 seamen, and 203 troops, struck her colours. She had 80 men killed and 40 wounded. La Valliante, a brig mounting 6 guns, 36 and 24-pounders, with 45 seamen and 90 soldiers, ran on shore on the neighbouring island of St. Martin's, where she was destroyed by the fire of the Lapwing, whose loss amounted to 1 man killed and 7 wounded.

The following day Captain Barton found it necessary to burn his prize, in order to prevent her falling into the possession of two French frigates, by which he was chased on his return to St. Kitts.

For this service our officer was subsequently presented with the following address, by a deputation from the inhabitants of the latter island:

"Deputations from a whole community are not common, because it rarely happens that actions so brilliant as to excite general admiration are performed; but your success, Sir, is of a nature so glorious to yourself, so honorable to the service in which you are engaged, so fortunate and critical for the inhabitants of Anguilla, that a sister colony would be insensible not to feel, and ungrateful not to acknowledge it.

"It is not, however, by our acknowledgments or emotions that your deserts can be expressed; they are proclaimed by the tongues, and engraven on the hearts of the people you have saved; whom a merciless enemy doomed to destruction; and whom you rescued from the horrors with which they were menaced.

"These devoted people hail you as their deliverer; bless you for the security and happiness to which they are restored; and while they recite your actions, will perpetuate your name in the traditions of their country, and the memories of their children. Nor do the testimonies of your honor cease here; even your enemies bear witness to the value of your exertions, and the importance of your victory. They tell it whenever they mention their loss and disappointments, the destruction of their shipping, and the slaughter of their men. They tell it too, not indeed so loudly, but much more emphatically, whenever they mention your humanity and goodness, your care of the wounded, your anxiety for their preservation when the Décius was sinking, your endeavours and success in rescuing from the waves such as the fury of the battle had blindly driven into them. While saying this, they acknowledge that mercy and courage are the inseparable associates of noble minds, and that the honor of the union is yours."

To this address, Captain Barton returned the following answer:

"Gentlemen.—I return you many thanks for the honor you have done me; and am happy that, in doing my duty, I have been so fortunate as to relieve the distressed. I must add, little was my share, as the whole depended on my officers and men, who I know are equally happy, and feel as much as I do, at any fortunate event that has been of any service to their King, their country, and the colonies.

"I am with respect, Gentlemen, &c.

"R. Barton."

In the course of the ensuing year, Captain Barton captured eight of the enemy's privateers, carrying in the whole 58 guns, and 363 men. His next appointment was to the Concorde of 42 guns, and 257 men; in which fine frigate he cruized with equal success on the same station, taking and

assisting at the capture of eleven more of those marauders, whose united force amounted to 90 guns, and 648 men.

Our officer returned to England in the autumn of 1799; and during the remainder of the war was employed on the Lisbon station, and at Newfoundland. On the 26th Jan., 1801, being off Cape Finisterre, he fell in with a French squadron, under M. Ganteaume, and was chased by one of his frigates: the Concorde at this time having a Swedish ship in tow, cast her off, and bore away large. At day-light on the 27th, Captain Barton having drawn his pursuer a considerable distance from her consorts, was enabled to bring her to close action, which continued for forty minutes, when the enemy's fire was completely silenced; but the rest of the squadron had by this time approached so near to her assistance, that it was impossible for our officer to think of taking possession of his prize, especially as the Concorde had sustained considerable damage in her rigging and sails; he therefore judged it most prudent to bear up for Plymouth, to communicate the intelligence of his having fallen in with an enemy's squadron, and its probable destination, from the course it steered. In this contest the Concorde had 5 men slain and 24 wounded. The enemy's frigate was la Bravoure, of 42 guns and 293 men, 10 of whom, including a Lieutenant, were killed, and her Captain and 24 wounded.

In the ensuing autumn, we find Captain Barton acting as Governor of Newfoundland, from whence he returned to Portsmouth on the 29th Dec. following, after a passage of only eleven days from St. John's.

On the renewal of hostilities in 1803, our officer was appointed to the superintendence of the Sea Fencibles, in the Isle of Wight. In the summer of the following year, he obtained the command of the Raisonable, 64; and from that ship removed into the Goliath, a third rate, in which, on the 11th and 18th Aug., 1805, he captured le Faune a French brig, of 16, and la Torche corvette, of 18 guns. On board these vessels were found 74 men, who had been wrecked some time previous in the Blanche frigate, commanded by the late Sir Thomas Lavie.

Captain Barton left the Goliath about the latter end of 1805; and from that period we find no further mention of him till

the summer of 1807, when he was appointed to the York, a new 74; in which ship he accompanied the expedition under Rear-Admiral Sir Samuel Hood and Major-General Beresford, sent at the close of that year to take military possession of Madeira; and from thence proceeded to the Leeward Island station, where he arrived in time to assist at the conquest of Martinique *, by the forces under Sir Alexander Cochrane, and Lieutenant-General Beckwith.

During the operations carried on for the reduction of this important colony, Captain Barton was employed with a detachment of seamen and marines on shore, under the orders of Commodore Cockburn, to whom he gave the most able support and assistance. He was afterwards present at the capture of the Isles des Saintes, and of the d'Hautpoult, a French 74-gun ship.

The York continued in the West Indies till the month of May, 1809, when she returned to England; and in the summer of that year, was attached to the Walcheren expedition, after which she joined the fleet on the Mediterranean station. Captain Barton was advanced to the rank of Rear-Admiral, Aug. 12, 1812, but has never hoisted his flag. He became a Vice-Admiral, Aug. 12, 1819.

Residence.—Burrough House, near Exeter, Devon.

SIR GRAHAM MOORE,

Vice-Admiral of the Blue; Knight Commander of the most honorable Military Order of the Bath, and of the Portuguese Order of the Tower and Sword; and Commander-in-Chief in the Mediterranean.

This officer is the third son of Dr. Moore, a respectable Physician, and an author of some celebrity, by Miss Simpson, daughter of Professor Simpson of Glasgow University, and a brother of the gallant Lieutenant-General Sir John Moore, who fell at the battle of Corunna, Jan. 16, 1809 †. He entered

* See p. 264.

† The body of Sir John Moore, agreeably to his uniform wish, to be buried near the spot where he might fall, was deposited, without a coffin, in a grave hastily dug by some soldiers, on the ramparts of Corunna; but some months afterwards, the Spanish Marquis de la Romana ordered it to be

the naval service at an early age; was a Lieutenant in 1790; and at the commencement of the war with the French republic, commanded the Bonetta sloop, at Newfoundland, from whence he proceeded to the West Indies. His promotion to the rank of Post-Captain took place April 2, 1794, in which year we find him commanding the Syren, of 32 guns, in the North Sea.

On the 9th May, 1795, Captain Moore assisted at the capture of ten vessels laden with ship timber and naval stores, escorted by an armed brig and a lugger; this convoy had sought protection under a battery, the fire of which was soon silenced by the British, but not before the Syren had had 2 men killed and 2 wounded *.

Captain Moore's next appointment was to the Melampus, of 42 guns and 267 men, stationed off the French coast. On the 13th Nov. 1796, he drove on shore, and destroyed, at the entrance of Barfleur harbour, l'Etonnant corvette, of 18 guns; and the same day, in company with the Childers sloop, captured l'Etna, afterwards the Cormorant, of 20 guns. Early in the following year, the Melampus formed part of the squadron sent to escort the Princess of Wirtemberg from Harwich to Cuxhaven.

On the 23d. Jan. 1798, Captain Moore, being on a cruize to the westward, fell in with, and after a short, but close action, captured la Volage French corvette, of 22 guns and 195 men, 4 of whom were killed and 8 wounded. The Melampus had 2 mortally, and 3 severely wounded. The prize, though a national ship, had been lent to, and fitted out by, the merchants of Nantz. Her commander and officers belonged to the republican marine.

On the day succeeding the action between Sir John B. Warren and M. Bompart, off the coast of Ireland, in which the Melampus had but 1 man wounded, Captain Moore was ordered by the Commodore to proceed to St. John's Bay, in search of a French frigate which had been seen standing in there on the preceding night. At 10h 30' P. M. he discovered

taken up and interred in the citadel, in a manner worthy the admiration and esteem in which the professional and private character of this distinguished General had been held by all who knew him.

* See p. 287.

two sail, and after an hour's chase closed with the nearest, which sustained the Melampus's fire for 20 minutes, without offering the least resistance, and then surrendered. She proved to be la Resolue, of 40 guns and 500 men, (including troops embarked on board her for the purpose of joining the rebels in Ireland,) 10 of whom were killed, and several wounded. Her companion, the Immortalité, of 42 guns, was afterwards taken by the Fisgard. On the 15th April, 1799, Captain Moore captured le Papillon French privateer, a fine vessel, mounting 10 long nines, and 4 brass 36-pounder carronades, with a complement of 123 men. Three days afterwards he chased le Nantois, a private ship of war, of 14 guns and 150 men, which overset, and all on board perished. In the succeeding year, the Melampus was ordered to the West Indies, where she continued during the remainder of the war *.

Soon after the renewal of hostilities against France, in 1803, Captain Moore obtained the command of the Indefatigable, of 46 guns, in which ship he was for some time employed on Channel service.

In the month of Sept. 1804, government having received information that orders had been given for arming the Spanish navy, and that the French General Bournonville had received permission to march through Spain towards Ferrol with 1,500 sailors and artillery-men, for the purpose of manning the ships lying at that port, the British Minister at Madrid was instructed to remonstrate with the Spanish government; to require the immediate recall of all orders for the equipment of any maritime force; and in the event of not receiving a satisfactory answer, to leave that capital without delay. At the same time orders were given to prevent any Spanish ships of war from entering into or sailing from Ferrol, and to detain all vessels having specie on board.

On the 5th of the following month, Captain Moore, who had been detached from the Channel fleet to cruize for the treasure-ships then expected from South America, being off

* In addition to the captures already mentioned, Captain Moore, whilst commanding the Melampus, appears to have taken the following privateers: Le Rayon, 6 guns, 54 men; le Mercure, 16 guns, 103 men; a Spanish felucca, 1 gun, 35 men; and assisted at the capture of la Belliqueux, of 18 guns, and 120 men.

† See p. 290.

Cape St. Mary, in company with the Medusa, Amphion, and Lively frigates, discovered four sail, which formed the line of battle a-head on the approach of the British squadron, and continued to steer for Cadiz, the van ship carrying a broad pendant, and the one next her a Rear-Admiral's flag. The Medusa being the headmost of the British frigates, her commander (the present Sir John Gore) placed her on the weather-beam of the Commodore; Captain Moore took a similar position along-side of the Rear-Admiral, the Amphion and Lively each taking an opponent in the same manner, as they came up. After hailing to make them shorten sail, without effect, the Indefatigable fired a shot across the Rear-Admiral's hawse, on which he shortened sail, and Captain Moore sent a Lieutenant to inform him, that he had orders to detain his squadron, and earnestly wished to execute them without bloodshed. An unsatisfactory answer being returned, a close engagement ensued, when in less than ten minutes la Mercedes, the Spanish Admiral's second astern, blew up alongside the Amphion, with a tremendous explosion, and all on board perished, with the exception of 40 persons, who were taken up by the boats of her antagonist. In half an hour more, two others struck; and the fourth, having in vain attempted to escape, was captured before sunset. The loss of the British on this occasion was very trifling; but that of the Spaniards was 20 killed and 80 wounded, besides 240 lives lost by the explosion. It was a peculiarly affecting circumstance, that in the ship which blew up, was the lady and eight children of a native of South-America, who with one of his sons, had gone before the action on board another ship, from which he was a melancholy spectator of the dreadful catastrophe.

The lading of the captured vessels was of immense value in gold and silver bullion, and rich merchandize, the destination of which for the service of France, was the reason assigned for their detention, without a previous declaration of war, which was not published till Jan. 24, 1805, six weeks after that of the Spanish government against England.

We next find Captain Moore employed as commander of a squadron sent to escort the royal family of Portugal from Lisbon to Brazil; on which occasion he was directed by Sir W. Sidney Smith, under whose command he had been for

some time serving off the Tagus, to hoist a broad pendant after passing Madeira, in order to give him greater weight and consequence in the performance of the important and unusually delicate duties confided to him *.

The British squadron, consisting of the Marlborough 74, (to which ship Captain Moore had been appointed in the preceding summer,) London 98, and Monarch and Bedford, 74's, with 8 Portuguese ships of the line, four frigates, two brigs, and a schooner, accompanied by a large fleet of merchant vessels, reached Rio Janeiro in safety on the 7th Mar. 1808. after a passage of 14 weeks. Previous to his return from thence, our officer was invested by the Prince Regent with the insignia of the Order of the Tower and Sword, received by H. R. H. immediately on his arrival at Brazil, to celebrate his departure from Lisbon.

In the Autumn of 1809, the Marlborough formed part of the force employed under Sir Richard Strachan at Flushing; and at the close of the same year, when it was deemed necessary to evacuate the island of Walcheren, Captain Moore was charged with the destruction of the basin, arsenal, and sea defences of that place †. On the 1st Aug. 1811, he obtained the command of the Royal Sovereign yacht, which had become vacant by the general promotion that took place at that period; and in Jan. 1812, was appointed to the Chatham, a new 74, in which ship he continued till Aug. 12th following, when he was advanced to the rank of Rear-Admiral, and soon after hoisted his flag as Commander-in-Chief in the Baltic. He subsequently served as Captain of the Channel fleet, under Viscount Keith.

Our officer was nominated a K. C. B. Jan. 2, 1815: in the Spring of 1816, he succeeded Lord Henry Paulet at the Board of Admiralty, where he remained till the demise of Sir Thomas F. Freemantle, and then resigned his seat for the purpose of assuming the command in the Mediterranean, for which station he sailed in the Rochefort, of 80 guns, on the 11th Aug. 1820. His promotion to the rank of Vice-Admiral took place Aug. 12th, in the preceding year.

Sir Graham Moore married, March 9, 1812, Dora, daugh-

* See p. 320. † See p. 290.

ter of the late Thomas Eden, of Wimbledon, Esq., and niece of William, first Lord Auckland.

MATTHEW HENRY SCOTT, Esq.

Vice-Admiral of the Blue.

This officer is the son of an opulent Jamaica planter, of which island he is a native. He entered the naval service at an early age; and in 1793, we find him serving as Lieutenant on board the Boyne, of 98 guns, bearing the flag of Sir John Jervis, then about to proceed on an expedition against the French colonies in the West Indies.

On the 24th Nov. 1793, the day on which the armament left Spithead, an unfortunate accident befel Lieutenant Scott, whose arm was broken by a block giving way in the fore part of the ship, where he was stationed; but happily, by the care and skill of the surgeon, he was nearly recovered by the time he reached Barbadoes.

Soon after his arrival at that island our officer was promoted to the command of the Rattlesnake, in which sloop he served at the reduction of Martinique and St. Lucia *.

On the 4th April, 1794, the day on which the latter colony submitted to the British arms, he was posted into the Rose, of 28 guns, and in that frigate assisted at the subjugation of Guadaloupe. He afterwards accompanied a small squadron under Captain Rogers, sent to take possession of the Isles des Saintes, a service which was effected without loss, on the 10th of the same month. In the following summer the Rose was wrecked on Rocky Point, Jamaica; but fortunately the whole of her crew escaped.

Captain Scott's next appointment was to the Hebe, of 38 guns, in which ship we find him serving at the re-conquest of St. Lucia, by the naval and military forces under Sir Hugh C. Christian and Sir Ralph Abercromby†. The expedition sailed from Marin Bay, Martinique, on the 26th April, 1796; and the disposition for landing the troops having been previously arranged, the debarkation of two divisions was speedily effected under cover of the ships of war. In the ex-

* See p. 19. † See p. 134.

ecution of this service the Hebe led the first division into Ance la Cap, and Captain Scott, with great spirit and judgment, took a position opposite a 5-gun battery, placed on the low point of Pigeon Island, which he kept in check, and thereby enabled the troops to land without opposition.

After the surrender of St. Lucia, the Hebe was sent under the orders of Captain Wolley, of the Arethusa, to co-operate with Sir Ralph Abercromby in quelling the insurrections, which raged with great violence and animosity in the islands of St. Vincent and Grenada. The insurgents, after an obstinate resistance, laid down their arms, and surrendered by capitulation.

In the spring of 1798, Captain Scott obtained the command of the Niger frigate; and on the 11th Dec. following, whilst lying at Spithead, had the gratification of contributing by his humane exertions, to the preservation of three men belonging to the Atlas 98 who had been upset in one of her boats near the Niger. He subsequently removed into the Indefatigable, of 46 guns.

Soon after the renewal of hostilities, in 1803, our officer was appointed to la Diana *, in which frigate he continued until the close of 1805. During the ensuing three years he commanded the Dragon, of 74 guns. His promotion to the rank of Rear-Admiral took place Aug. 12, 1812; and from that period until the conclusion of the war, we find his flag flying on board the Chatham, a third rate, in the North Sea fleet. At the commencement of 1814, he commanded the British and Russian seamen and marines landed on the island of South Beveland; and in the ensuing year the naval force stationed in the Downs. His commission as Vice-Admiral bears date Aug. 12, 1819.

The subject of this sketch married, June 4, 1799, the eldest daughter of James Pinnock, of Westbury House, co. Hants, Esq., and by that lady has had several children.

Residence.—Southampton.

* La Diana was afterwards named the Niobe.

JOSEPH HANWELL, Esq.

Vice-Admiral of the Blue.

This officer was born in London, Dec. 10, 1759; entered the naval service as a Midshipman on board the Ramillies, a third rate, stationed at Chatham, in Nov. 1773; and from that ship was removed to the Carcass sloop of war, in Jan. 1775. His first voyage was to the coast of Guinea; and on his return from thence he joined the Milford, of 28 guns, commanded by Captain John Burr, and fitting for the North-American station, where she was afterwards most actively employed.

In Dec. 1776, we find Mr. Hanwell entrusted with the charge of a prize taken by the Milford, and which he conducted in safety to Halifax. Returning from thence as a passenger in the George tender, for the purpose of joining his ship in Boston Bay, he had the misfortune to be cast away near the entrance of Piscatoway harbour. This event occurred on the night of the 26th of the above month, during a dreadful snow-storm. The George had previously experienced very tempestuous weather, and being now completely wrecked, her crew were obliged to surrender themselves as prisoners of war. The officers, after remaining a few weeks on their parole in the interior, were exchanged at Rhode Island; and the subject of this sketch was ordered by Commodore Sir Peter Parker, to be received on board the Unicorn frigate, in which he remained until an opportunity presented itself of returning to the Milford in July 1777.

Subsequent to her return from the coast of America the Milford appears to have been stationed in the Channel, and was present in the action between Keppel and d'Orvilliers, July 27, 1778*. From that period we find no particular mention of her until May 10, 1780, on which day, being on her way to Lisbon, she fell in with, and after an hour's contest, captured the Duc de Coigny, a 28-gun frigate belonging to the royal family of France, and fitted out by them as a private ship of war. She was remarkably well officered and manned, having left port with a complement of 250 men, 18

* See Note †, at p. 195. The Milford on that occasion repeated the signals of the rear division, and was commanded by Sir W. Burnaby, Bart.

of whom, including her commander, M. Mignionet, were killed, and 16 wounded. The Milford had 4 slain and 3 wounded.

On the 26th Oct. 1780, seven days after quitting the Milford, in which active frigate he had assisted at the capture of no less than seventy vessels belonging to the enemy, Mr. Hanwell was nominated by Vice-Admiral Darby, Commander-in-Chief of the Channel fleet, to act as Lieutenant of the Dublin 74; and the Board of Admiralty being pleased to confirm the appointment, by commission dated Feb. 8, 1781, he continued in that ship during the remainder of the war. The Dublin appears to have been present at the relief of Gibraltar in 1781 and 1782; and formed part of the rear division of Earl Howe's fleet in the skirmish off Cape Spartel, on the 20th Oct. in the latter year *.

From this period, with the exception of his having served for a short time in the Fortitude, of 74 guns, we have no mention of Lieutenant Hanwell until Sept. 1, 1788, when he was appointed to command the Actæon, a 44-gun ship armed *en flute*, and employed in the conveyance of troops to and from the colonies. During the Spanish armament in 1790, he took charge of the homeward bound trade off the east end of Jamaica; and having escorted it in safety to England, was promoted to the rank of Commander, on the 21st Oct. in the same year. He continued in the Actæon until that ship was paid off May 13, 1791.

Our officer's next appointment was Nov. 12, 1792, to the Scout of 18 guns, in which sloop he was employed for some time on the Gibraltar station. He returned from thence in company with the Lapwing frigate, and a fleet of English and Dutch merchantmen †, about the month of April 1793; and was subsequently sent with despatches to the Mediterranean. Having joined Lord Hood at Toulon, the Scout was there actively employed; and in March 1794, formed part of the force sent under the orders of Captain Nelson, to commence the blockade of Bastia.

On the 2d April, Captain Hanwell received orders to anchor his sloop as near as possible to a tower recently taken by the

* See pp. 4, 17, 106, and note at p. 33.

† See p. 426.

Corsicans, and which was a post of considerable consequence *. In this position, early in the ensuing morning, he sustained the attack of two French gun-boats, supported by three batteries, for upwards of an hour, and succeeded in compelling the former to retreat into the harbour; upon which Lord Hood directed the Scout to be removed out of the reach of the latter. Two days after this affair, our officer was promoted by his Lordship to the command of the Romney, of 50 guns; but, although confirmed in his rank, he had the mortification of being superseded on the 19th of the following month, in consequence of being the junior of *three* Captains who had been appointed by the Admiralty to command the only *two* vacant ships on the station †.

In consequence of this official error, Captain Hanwell was under the necessity of returning to England ‡, and notwithstanding the recommendations he brought with him from his late Commander-in-Chief to the nobleman then at the head of naval affairs, all his efforts to obtain a frigate were ineffectual. On the 9th April, 1795, he was nominated to regulate the Quota Men raised in Derbyshire, and to survey all the vessels employed on the canals in that county. He afterwards held a similar appointment in Aberdeenshire; and from July 1799, till the end of the following year, we find him employed in raising volunteers at Jersey; from whence he was removed to be Regulating Captain at Exeter, where he continued until the breaking up of the Rendezvous, in Oct. 1801.

Captain Hanwell's next appointment was March 28, 1805, to the Majestic of 74 guns, bearing the flag of Rear-Admiral Russel, in the North Sea. The command of that ship he was obliged to resign through ill health, in Dec. 1806; from which

* "Sir.—Lord Hood desires that you will move the Scout directly, and anchor her as near the Tower which the Corsicans took last night as possible. I think you may anchor nearer Bastia than the Tower we landed at yesterday; it is of the greatest consequence, maintaining the post taken by the Corsicans, therefore I trust long before day-light you will be anchored there. Believe me, Yours truly,

"HORATIO NELSON."

† Berwick 74, and Romney, 50 guns.

‡ On this occasion, Captain Hanwell accompanied Captain A. Hunt, who had been sent overland with the despatches relative to the capture of Bastia; an account of which event will be found at p. 251, *et seq.*

period we lose sight of him until Feb. 3, 1809, when he was appointed to superintend the payments of ships at the Nore. His advancement to the rank of Rear-Admiral took place Aug. 12, 1812; and he became a Vice-Admiral, July 19, 1821.

Our officer married, May 22, 1787, a Miss Strong, and by that lady had eight children, two of whom lost their lives in the naval service.

Residence.—Wareham, Dorsetshire.

SIR HENRY WILLIAM BAYNTUN,

Vice-Admiral of the Blue; and Knight Commander of the most honorable Military Order of the Bath.

THIS officer is the son of a gentleman who formerly held the office of British Consul General at Algiers. He served as a Lieutenant at the reduction of Martinique, in 1794 *; and was promoted by Sir John Jervis to the command of the Avenger sloop, from which vessel he removed into the Nautilus, a vessel of the same class; and after the capture of Guadaloupe obtained post rank in the Undaunted, of 32 guns, by commission bearing date May 4, 1794. He subsequently commanded the Solebay and Beaulieu frigates, on the West India station.

In 1796, we find Captain Bayntun in the Reunion, of 36 guns, which ship was lost in the Swin, on the 7th Dec., and 3 of her crew perished. His next appointment was to the Quebec frigate, and in her he again visited the West Indies, where he removed successively into the Thunderer 74, and Cumberland, of the same force.

On the renewal of the war, in 1803, our officer was entrusted with the command of a squadron stationed off St. Domingo, where he cruized with great activity, and captured several armed vessels, among which was the Creole French frigate, of 44 guns, from Cape François bound to Port-au-Prince, having General Morgan and staff, with 530 troops on board. The crew consisted of only 150 men. On the same day, the

See p. 19.

Cumberland and Vanguard took a schooner, from Cuba, with 100 blood-hounds, intended to accompany the French army serving against the Blacks.

On his return from the Jamaica station, Captain Bayntun was appointed to the Leviathan, another 74-gun ship, and ordered to the Mediterranean, where he joined the fleet under Lord Nelson, with whom he went in pursuit of the combined squadrons of France and Spain *. On the glorious 21st Oct., 1805, the Leviathan passed through the enemy's line, and had assisted in disabling and silencing the French Admiral's ship, as also the huge Santissima Trinidada, when Captain Bayntun found himself much galled by a distant cannonade from several other of the enemy's ships; at length, the Saint Augustin, of 74 guns, bearing the broad pendant of Commodore Cazigal, gave him an opportunity of closing with her, which was immediately embraced, and she was soon compelled to surrender. The loss sustained by the Leviathan was very trifling, considering how warmly she had been engaged; it amounted to only 4 men killed and 22 wounded. After the battle, her prize was set on fire and destroyed †. At the funeral of his lamented chief, in Jan. 1806, Captain Bayntun bore the Guidon, in the procession by water from Greenwich Hospital.

Towards the latter end of the same year, our officer accompanied the expedition under Rear-Admiral Murray and Bri-

* See Vice-Admiral Sir Pulteney Malcolm.

† The following anecdote is related of a seaman, named Thomas Main, belonging to the Leviathan in the battle of Trafalgar: Whilst engaged with the Saint Augustin, a shot took off his arm; his shipmates offered to assist him in going to the Surgeon; but he bluntly said, "*I thank you, stay where you are; you will do more good there.*" He then went down by himself to the cockpit. The Surgeon, who respected him, would willingly have attended him in preference to others, whose wounds were less alarming; but Main would not admit of it, saying, "*Avast, not until it comes to my turn, if you please.*" The Surgeon soon after amputated the shattered part of the arm, near the shoulder; during which operation, with great composure, smiling, and with a steady clear voice, he sang the whole of "*Rule Britannia.*" The cheerfulness of this brave man was of infinite use in keeping up the spirits of his wounded comrades; but the fine fellow died at Gibraltar Hospital, of a fever he caught, when the stump of his arm was nearly well.

gadier-General Craufurd, sent from England for the reduction of the province of Chili, but which was afterwards ordered to Buenos Ayres, in consequence of the recapture of that city by the Spaniards. Being overtaken at the Cape of Good Hope, it sailed accordingly for its new destination, and arrived in the Rio de la Plata on the 14th June, 1807 *. The disastrous result of the pernicious measures pursued by the military Commander-in-Chief, Lieutenant-General Whitelocke, are well known, as also that every facility was afforded to the enterprise by the navy, during the whole of the operations carried on in that quarter. We shall therefore content ourselves with observing, that on the arrival of the armament to which Captain Bayntun was attached, our officer was directed to superintend the debarkation of the troops, which he conducted with the greatest regularity. He ultimately commanded the flotilla sent up the North river to Colonia; and the Rear-Admiral, in his official despatches, bore ample testimony to the zeal and activity displayed by him during that unfortunate campaign.

Captain Bayntun's subsequent appointments were, to the Milford, of 74 guns, about June, 1809; to superintend the payment of ships afloat at Plymouth, in the autumn of 1810; and in the ensuing year, to the command of the Royal Sovereign yacht. His promotion to the rank of Vice-Admiral took place, Aug. 12, 1812: on the 2d Jan., 1815, he was nominated a K. C. B.; and at the last general promotion, July 19, 1821, he obtained the rank of Vice-Admiral.

Sir Henry W. Bayntun married a Miss Mayhew, Aug. 23, 1809.

SIR RICHARD KING,

Baronet; Vice-Admiral of the Blue; and Knight Commander of the most honorable Military Order of the Bath.

This officer is the eldest and only surviving son of the late Admiral Sir Richard King, (who received the honor of knighthood for his zealous and meritorious services in India, during the American war; and was created a Baronet June 18, 1792,)

* See p. 407.

by Susannah Margaret, daughter of William Coker, of Maypowder, co. Dorset, Esq.

Our officer entered the naval service at an early age; and after passing through the various gradations of subordinate rank, was made a Post-Captain, May 14, 1794. His first appointment after this promotion, appears to have been to the Aurora, of 28 guns, in which ship he continued, cruizing in the North Sea, till the summer of 1795, and then removed into the Druid, another small frigate, employed on Channel service, and in escorting the trade to and from Portugal.

In the month of June, 1797, we find Captain King sitting as a member of the Court Martial assembled on board the Neptune, off Greenhithe, for the trial of Parker the mutineer, and his colleagues *. About the same period he obtained the command of the Sirius, a 36-gun frigate attached to the North Sea fleet, under the orders of the late Lord Duncan.

On the 24th Oct., 1798, at 8 A. M., Captain King, being off the Texel, discovered two Dutch ships of war at some distance to windward, to which he instantly gave chace; and finding that the Sirius had greatly the advantage in point of sailing, stood on until he could fetch the weathermost, in order to prevent their junction. At nine o'clock he arrived within musket-shot, when the enemy brought to, fired a gun to leeward, and hauled down her colours. Her consort kept standing on with all sail set; and although nearly out of sight by the time the prisoners were exchanged, the Sirius got within musket-shot of her by five P. M., and commenced a running fight, which continued about half an hour, when she struck, having 8 men killed and 14 wounded, her masts, sails, rigging, and hull, much damaged. These ships proved to be the Waakzaamheid, of 26 guns and 100 men; and Furie, of 36 guns and 153 men. They had on board 287 French troops, and 4000 stand of arms, besides a quantity of ordnance stores, and had sailed from the Texel the preceding night. The Sirius, whose complement was 261 men, had only one wounded.

Soon after this event, Captain King was stationed off the coast of France, where he captured la Favorie, of 6 guns

* See note at p. 160, *et seq.*

and 45 men, from Cayenne to Bourdeaux, laden with cotton, indigo, and camphor; and a Spanish brig from Corunna to Monte Video, with a cargo of iron, and bale goods.

Towards the latter end of Jan. 1801, the Sirius, in company with l'Oiseau, intercepted la Dedaigneuse French frigate of 36 guns, pierced for 40, and 300 men, from Cayenne bound to Rochefort, with despatches. She surrendered after a gallant resistance, with the loss of several men killed and 17 wounded. Captain Linzee, of l'Oiseau, in his official letter, giving an account of this capture, expressed himself much indebted to Captain King, for his steady and well-directed fire, from which the enemy received considerable damage. The Amethyst, Captain Cooke, joined in the chace, but was unable to get up until la Dedaigneuse had struck. On this occasion, the British frigates sustained very little damage, and had not a man hurt.

From the peace of Amiens until the month of Aug. 1802, Captain King commanded a light squadron employed against the smugglers. The Sirius was then ordered to be put out of commission; and our officer remained upon half-pay till the spring of 1805, when he was appointed to the Achille, of 74 guns, which ship formed part of Lord Nelson's fleet in the memorable battle of Trafalgar, and appears to have been very warmly engaged, having had 13 men killed and 59 wounded. Captain King succeeded to the baronetcy on the demise of his father, which took place in Nov. 1806.

Early in 1808, we find Sir Richard King employed in the blockade of Ferrol, and in the following year he commanded a squadron off Cherbourgh. He afterwards served at the defence of Cadiz, from whence he proceeded to the Mediterranean; and in February 1811, was appointed Captain of the Fleet on that station, under the orders of the late Sir Charles Cotton, with whom he served in the same capacity when that Admiral was removed to the Channel fleet.

At the general promotion, Aug. 12, 1812, Sir Richard obtained the rank of Rear-Admiral; and during the remainder of the war had his flag in the San Josef of 110 guns, off Toulon. On the 2d Jan. 1815, he was nominated a K. C. B.; and in the spring of 1816, appointed Commander-in-Chief on the East India station, from whence he returned to England, Oct.

16, 1820. His commission as Vice-Admiral bears date July 19th, 1821.

Sir Richard King married, 1st, in November 1803, Sarah-Anne, only daughter of the late Admiral Sir John Thomas Duckworth *; and secondly, May 16, 1822, Maria-Susanna, daughter of his old friend and commander, Sir Charles Cotton, Bart.

Residence.—Bellevue, Kent.

EDWARD GRIFFITH COLPOYS, Esq.

(LATE GRIFFITH.)

Vice-Admiral of the Blue.

At the commencement of the French revolutionary war, we find this officer proceeding to the West Indies, as third Lieutenant of the Boyne, a second rate, bearing the flag of Sir John Jervis, by whom he was made a Commander into the Avenger sloop; and from that vessel promoted to the rank of Post-Captain, May 21, 1794.

In the course of the same year, Captain Griffith was appointed to the London, of 98 guns, bearing the flag of his friend the late Sir John Colpoys, in which ship he appears to have been engaged in the action off l'Orient, June 23, 1795 †. The London on that occasion had 3 men wounded. From this time until the end of 1796, Vice-Admiral Colpoys, with his flag in the London, was employed in the command of different cruizing squadrons.

Early in 1797, symptoms of mutiny and discontent displayed themselves in his Majesty's fleet at Spithead. In the month of February, petitions were sent from all the line-of-battle ships at that anchorage, and in Portsmouth harbour, to Earl Howe; but as they were considered to be only the productions of a few factious individuals, they were wholly disregarded. This neglect, however, tended to a more extensive dissemination of mutinous principles; and on the 15th April,

* Sir Richard's first lady died on board his flag-ship, the Minden, on the passage to Bombay, March 20, 1819.

† See p. 246.

when Lord Bridport, who had succeeded to the command of the fleet, on the indisposition of the above nobleman, made the signal to prepare for sea, the crew of the Queen Charlotte, bearing his Lordship's flag, instead of weighing anchor, ran up the shrouds, and gave three cheers, as the notice of disaffection, which was immediately answered by every other ship present. Astonishment, on the part of the officers, succeeded this sudden and violent act of disobedience; they used every means in their power to induce a return to duty; but all their exertions were ineffectual: and, on the following day, two delegates were appointed from each vessel, to represent the whole fleet, the Commander-in-Chief's cabin being fixed upon as the place for their deliberations.

On the 18th April, a committee of the Board of Admiralty arrived at Portsmouth, and made propositions to the mutineers, all of which, however, were ineffectual. On the 21st, Admirals Gardner, Colpoys, and Pole, went on board the Queen Charlotte, in order to confer with the delegates; but these men assured them, that no arrangement would be considered as final, until it should be sanctioned by the King and Parliament, and guaranteed by a proclamation for a general pardon.

After much time had been spent in negotiation, the wishes of the men were in a great measure acceded to; and it was concluded that loyalty and subordination had resumed their seats. Unfortunately this was not the case. On the 7th May, when Lord Bridport again made the signal for sailing, every ship in the fleet refused to obey. For this second act of disobedience, the seamen alleged, as a reason, the silence which Government observed on the subject of their complaints. The idea, that the promised redress of their grievances would not be carried into effect, was strengthened by the distribution of a number of seditious hand bills among the ships; and the seamen therefore resolved to hold a convention of delegates on board the London, at Spithead. In pursuance of their intention, they proceeded in their boats alongside of that ship; but Vice-Admiral Colpoys, determined to oppose their coming on board, cautioned them against acting as they had formerly done; told them that they had asked a great deal, and had obtained much; and that he would not suffer them

to proceed to demand more; that they ought to be contented; and that, if they offered to meet in convention, he would order the marines to fire on them. The delegates, however, persisted, and the Vice-Admiral ordered the marines to level their pieces at them. In this situation, he again admonished them, but without effect; a slight scuffle ensued, and one of the delegates, all of whom were armed, fired at Lieutenant Sims of the marines, and wounded him. At the command of Mr. Simpson, the first Lieutenant of the London, the marines then fired, and killed 5 seamen, two of whom were delegates. The whole crew of that ship now declared open hostility against the officers and their loyal supporters, turned the guns in the fore part of the vessel towards the stern, and threatened to blow all aft into the water, unless they surrendered. Circumstanced as they were, to this imperious menace, there was no alternative but submission.

In consequence of the death of their comrades, by the firing of the marines, the seamen were proceeding to hang Lieutenant Simpson; but at this trying moment, the Vice-Admiral rushed forward, alleged his own responsibility, and assured them, that that officer had acted only by his orders, agreeably to directions received from the Admiralty. The seamen instantly demanded these instructions, and they were immediately produced. The mutineers then confined Vice-Admiral Colpoys, Captain Griffith, and the other officers, to their cabins, and made the marines prisoners. On the 11th May, four days after the renewed symptoms of mutiny had appeared, the crew of the London expressed a wish that the Vice-Admiral and Captain Griffith should go on shore, which they accordingly did, acompanied by the Rev. Mr. Cole, the Chaplain.

The fleet remained in this mutinous state till the 14th of the month, when Earl Howe arrived at Portsmouth, invested with full powers for settling the different points in dispute. As he also brought with him an act of parliament, which had been passed on the 9th, in compliance with the wishes of the seamen, and a proclamation of pardon for all who should immediately return to their duty; affairs were, for a time, adjusted to the satisfaction of the sailors; the flag of disaffection was struck, and two days after, the fleet put to sea to encounter the enemy.

The following is an authentic copy of the several papers which passed on this very extraordinary occasion.

To the Right Honourable and the Honourable Knights, Citizens, and Burgesses, in Parliament assembled.

The humble Petition of the Seamen and Marines on board his Majesty's Fleet, on behalf of themselves;

Humbly sheweth,

That your petitioners, relying on the candour and justice of your honourable house, make bold to lay their grievances before you, hoping, that when you reflect on them, you will please to give redress, as far as your wisdom shall deem necessary.

We beg leave to remind your august assembly, that the act of parliament passed in the reign of King Charles the second, wherein the wages of all seamen serving on board his Majesty's fleet was settled, passed at a time when the necessaries of life, and slops of every denomination, were at least 30 *per cent.* cheaper than at the present time, which enabled seamen and marines to provide better for their families than we can now do with one half advance.

We therefore request your honourable house will be so kind as to revise the act before mentioned, and make such amends therein as will enable your petitioners and their families to live in the same comfortable manner as seamen and marines did at that time.

Your petitioners with all humility laid their grievances before the Hon. Earl Howe, and flattered ourselves with the hopes that his lordship would have been an advocate for us, as we have been repeatedly under his command, and made the British flag ride triumphantly over that of our enemies: but, to our great surprize, we find ourselves unprotected by him, who has seen so many instances of our intrepidity in carrying the British flag into every part of the seas with victory and success.

We profess ourselves as loyal to our Sovereign, and zealous in the defence of our country, as the army or militia can be; and esteem ourselves equally entitled to his Majesty's munificence; therefore with jealousy we behold their pay augmented, and the out-pensions of Chelsea College increased to thirteen pounds *per annum*, while we remain neglected, and the out-pensioners of Greenwich have only seven pounds *per annum*.

We, your petitioners, therefore humbly implore that you will take these matters into consideration; and with your accustomed goodness and liberality, comply with the prayer of this petition; and your petitioners, as in duty bound, will ever pray, &c.

We, the Delegates of the Fleet, hereunto sign our names for the ships' companies, &c.

Copy of the Petition to the Admiralty.

To the Right Honourable the Lords Commissioners of the Admiralty.

We, the seamen of his Majesty's navy, take the liberty of addressing your Lordships in an humble petition, shewing the many hardships and

oppressions we have laboured under for many years, and which we hope your Lordships will redress as soon as possible.

We flatter ourselves that your Lordships, together with the nation in general, will acknowledge our worth and good services, both in the American war and the present; for which service your Lordships petitioners do unanimously agree in opinion, that their worth to the nation, and laborious industry in defence of their country, deserve some better encouragement than that we meet with at present, or from any we have experienced. We your petitioners, do not boast of our good services for any other purpose, than that of putting you and the nation in mind of the respect due to us; nor do we ever intend to deviate from our former character; so far from any thing of that kind, or that an Englishman or men should turn their coats; we likewise agree in opinion, that we should suffer double the hardships we have hitherto experienced, before we would suffer the crown of England to be in the least imposed upon by that of any other power in the world; we therefore beg leave to inform your Lordships of the grievances which we at present labour under.

We your humble petitioners, relying that your Lordships will take into early consideration the grievances of which we complain; and do not in the least doubt but your Lordships will comply with our desires, which are every way reasonable.

The first grievance which we have to complain of is, that our wages are too low, and ought to be raised, that we might be better able to support our wives and families in a manner comfortable, and whom we are in duty bound to support as far as our wages will allow, which, we trust, will be looked into by your Lordships and the honourable House of Commons in parliament assembled.

We your petitioners beg that your Lordships will take into consideration the grievances of which we complain, and now lay before you.

First, that our provisions be raised to the weight of sixteen ounces to the pound, and of a better quality; and that our measures may be the same as those used in the commercial trade of this country.

Secondly, that your petitioners request your honours will please to observe, there should be no flour served while we are in harbour, or any port whatever under the command of the British flag; and also that there be granted a sufficient quantity of vegetables of such kind as may be the most plentiful in the ports to which we go, which we grievously complain and lie under the want of.

Thirdly, that your Lordships will be pleased seriously to look into the state of the sick on board his Majesty's ships, that they be better attended to, and that they may have the use of such necessaries as are allowed for them in time of their sickness; and that these necessaries be not on any account embezzled.

Fourthly, that your Lordships will be so kind as to look into this affair, which is no ways unreasonable; and that we may be looked upon as a number of men standing in defence of our country; and that we may in some wise have granted an opportunity to taste the sweets of liberty on

shore when in any harbour; and when we have completed the duty of our ships, after our return from sea; and that no man may incroach upon his liberty, there shall be a boundary limited, and those trespassing any further, without a written order from the commanding officer, shall be punished according to the rules of the navy; which is a natural request, and congenial to the heart of man, and certainly to us, that you make the boast of being the guardians of the land.

Fifthly, that if any man is wounded in action, his pay be continued until he is cured and discharged; and if any ship has any real grievances to complain of, we hope your Lordships will readily redress them, as far as in your power, to prevent any disturbances.

It is also unanimously agreed by the fleet, that from this day no grievance shall be received, in order to convince the nation at large, that we know when to cease to ask, as well as when to begin; and that we ask nothing but what is moderate, and may be granted, without detriment to the nation, or injury to the service.

Given on board the Queen Charlotte, by the Delegates of the Fleet, this 18th day of April, 1797.

The Lords of the Admiralty, who were at Portsmouth, sent to Lord Bridport the following answer to the petition of the seamen.

By the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c.

Having taken into consideration the petitions transmitted to us by your Lordship from the crews of his Majesty's ships under your command; and having the strongest desire to attend to all complaints of the seamen of his Majesty's navy, and to grant them every just and reasonable redress; and having considered the difference of the price of the necessaries of life at this, and at the period when the pay of seamen was established, we do hereby require and direct your Lordship to take the speediest method of communicating to the fleet, That we have resolved to recommend it to his Majesty to propose to parliament to increase the wages of seamen in his Majesty's navy in the following proportions, viz.

To add four shillings per month to the wages of petty officers and able seamen.

Three shillings per month to the wages of ordinary seamen; and two shillings per month to the wages of landmen.

That we have resolved that seamen wounded in action shall be continued in pay until their wounds are healed; or, until being declared unserviceable, they shall receive a pension, or be received into the Royal Hospital at Greenwich; and that having a perfect confidence in the zeal, loyalty, and courage of all the seamen in the fleet, so generally expressed in their petition; and in their earnest desire of serving their country with that spirit which always so eminently distinguished British seamen, we have come to this resolution the more readily, that the seamen may have as early as possible an opportunity of shewing their good dispositions, by re-

turning to their duty; as it may be necessary that the fleet should speedily put to sea, to meet the enemy of the country.

Given under our hands at Portsmouth, the 18th day of April, 1797.

SPENCER.
ARDEN.
W. YOUNG.

To the Right Honourable Lord Bridport, K. B. Admiral of the White, Commander-in-Chief of a Squadron of his Majesty's Ships employed in the Channel Service.

The Seamen's reply.

We received your Lordship's answer to our petition; and in order to convince your Lordships, and the nation in general, of our moderation, beg leave to offer the following remarks to your considerations, viz.—That there never has existed but two orders of men in the navy, able and ordinary; therefore the distinction between ordinary and landmen is totally new; we therefore humbly propose to your Lordships, that the old regulations be adhered to, that the wages of able seamen be raised to one shilling per day, and that of petty officers and ordinary in the usual proportion: and as further proof of our moderation, and that we are actuated by a true spirit of benevolence towards our brethren the marines, who are not noticed in your Lordship's answer, we humbly propose that their pay be augmented, while serving on board, in the same proportion as ordinary seamen. This we hope and trust will be a convincing proof to your Lordships that we are not actuated by a spirit of contradiction, but that we earnestly wish to put a speedy end to the present affair. We beg leave to state to your Lordships, that the pensions from Greenwich Hospital we earnestly wish to be raised to ten pounds per annum; and, in order to maintain which, we humbly propose to your Lordships, that every seaman employed in the merchants' service, instead of sixpence per month, which he now pays, shall hereafter pay one shilling per month, which we trust will raise a fund fully adequate to the purpose; and as this in time of peace must be paid by your petitioners, we trust it will give a convincing proof of our disinterestedness and moderation. We would also recommend that this regulation be extended to the seamen in the service of the East-India Company, as we know by experience that there are few sailors employed by them but what have been in the royal navy; and we have seen them with our own eyes, after sickness or other accident has disabled them, without any hope of relief or support, but from their former services in the navy. As to provisions, that they be augmented to sixteen ounces to the pound of bread and meat; cheese, butter, and liquors in proportion, and of a better quality, and a sufficient quantity of vegetables; and that no flour be served with fresh beef. And we further beg leave to inform your Lordships, that it is unanimously agreed, that until the grievances before stated are

redressed, and an act of indemnity passed, we are determined not to lift an anchor, and the grievances of particular ships must be redressed.

Given under our hands, the Delegates of the Fleet, on board the Queen Charlotte at Spithead, April 19, 1797. (Signed as before.)

The next day the following letter from the Admiralty, was sent to Lord Bridport, notifying their compliance with the demands of the seamen; with their final answer, and a copy of the Royal Proclamation.

By the Commissioners for executing the Office of Lord High Admiral of Great Britain, Ireland, &c.

Having taken into our consideration a paper, containing several representations from the seamen of his Majesty's ships at Spithead, respecting the advance of their wages, and being desirous of granting them every request that can with any degree of reason be complied with, we have resolved to recommend it to his Majesty, that an addition of five shillings and six-pence per month be made to the wages of petty officers and seamen belonging to his Majesty's navy, which will make the wages of able seamen one shilling per day, clear of all deductions; and an addition of four shillings and six-pence per month to the wages of ordinary seamen; and an addition of three shillings and six-pence per month to the wages of landmen: and that none of the allowance made to the marines when on shore shall be stopped, on their being embarked on board any of his Majesty's ships.—We have also resolved, that all seamen, marines, and others, serving in his Majesty's ships, shall have the full allowance of provisions, without any deductions for leakage or waste; and that until proper steps can be taken for carrying this into effect, short allowance money shall be paid to the men in lieu of the deduction heretofore made; and that all men wounded in action shall receive their full pay until their wounds shall be healed; or, until being declared incurable, they shall receive a pension from the Chest at Chatham, or shall be admitted into the Royal Hospital at Greenwich. And your Lordship is hereby required and directed to communicate this our determination to the Captain of each of his Majesty's ships under your orders, directing him to make it known to the ship's company under his command, and to inform them, that should they be insensible to the very liberal offers now made to them, and persist in their present disobedience, they must no longer expect to enjoy those benefits to which, by their former good conduct, they were entitled: and that in such case, all the men now on board the fleet at Spithead, shall be incapable of receiving any smart money or pensions from the Chest of Chatham, or of being admitted at any time into the Royal Hospital at Greenwich; and that they must be answerable for the dreadful consequences which will necessarily attend their continuing to transgress the rules of the service, in open violation of the laws of their country.

On the other hand, he is to inform them, that we promise the most perfect forgiveness of all that has passed on this occasion to every ship's company, who, within one hour after the communication to them of the above-mentioned resolutions, shall return to their duty in every particular, and

shall cease to hold further intercourse with any men who continue in a state of disobedience and mutiny.

Given under our hands at Portsmouth,
the 20th of April, 1797.

SPENCER.
ARDEN.
W. YOUNG.

By command of their Lordships,
W. MARSDEN.

To the Right Honourable Lord Bridport,
Admiral of the White, &c.

To the Right Honourable the Lords Commissioners of the Admiralty.

We, the seamen and marines in and belonging to his Majesty's fleet now lying at Spithead, having received with the utmost satisfaction, and with hearts full of gratitude, the bountiful augmentation of pay and provisions which your Lordships have been pleased to signify shall take place in future in his Majesty's royal navy by your order, which has been read to us this morning by the command of Admiral Lord Bridport.

Your Lordships having thus taken the prayer of our several petitions into your serious consideration, you have given satisfaction to every loyal and well-disposed seaman and marine belonging to his Majesty's fleets; and from the assurance which your Lordships have given us respecting such other grievances as we thought right to lay before you, we are thoroughly convinced, should any real grievance or other causes of complaint arise in future, and the same be laid before your Lordships in a regular manner, we are perfectly satisfied that your Lordships will pay every attention to a number of brave men, who ever have, and ever will be, true and faithful to their King and country.

But we beg leave to remind your Lordships, that it is a firm resolution, that until the flour in port be removed, the vegetables and pensions augmented, the grievances of private ships be redressed, an act passed, and his Majesty's most gracious pardon for the fleet now lying at Spithead be granted, that the fleet will not lift an anchor; and this is the total and final answer.

The following is a copy of the Royal Proclamation,
By the KING.

A PROCLAMATION

For pardoning such seamen and marines of the squadron of His Majesty's fleet stationed at Spithead, as have been guilty of any act of mutiny or disobedience of orders, or any breach or neglect of duty, and who shall upon notification of such proclamation on board their respective ships, return to the regular and ordinary discharge of their duty.

GEORGE R.

Upon report of the Lords Commissioners of the Admiralty of the proceedings of the seamen and marines of the squadron of our fleet stationed

at Spithead, and of the measures taken by the said Lords Commissioners in consequence thereof; and in order to manifest our desire to give due encouragement to all those who shall return to the regular and ordinary discharge of their duty, according to the rules and practice of the navy; we have thought fit by the advice of our Privy Council, to issue this our royal proclamation, and do hereby promise our most gracious pardon to all seamen and marines serving on board the said squadron, who shall upon notification hereof on board their respective ships, return to the regular and ordinary discharge of their duty; and we do hereby declare, that all such seamen and marines so returning to their duty, shall be discharged and released from all prosecutions, imprisonments, and penalties, incurred by reason of any act of mutiny or disobedience of orders, or any breach or neglect of duty, previously committed by them, or any of them.

Given at our Court at Windsor, the 22d day of April, 1797, and the 37th year of our reign.

GOD SAVE THE KING*.

Captain Griffith, we believe, did not return to the London; but some time in the course of the same year, he was appointed to the Niger, of 32 guns, stationed on the French coast, and from her removed into the Triton, of the same force. In these ships he captured the following privateers: la Rosée, 14 guns, 70 men; l'Impromptu, 14 guns, 64 men; and le Delphine, of 4 guns, and 38 men. Our officer afterwards obtained the command of the Diamond, a fine frigate; and in the summer of 1800, accompanied the expedition against Ferrol and Belleilse †.

Captain Griffith remained in the Diamond until the spring of 1804, and then joined the Dragon, of 74 guns; in which ship, after serving some time off Ferrol, under the orders of Sir Edward Pellew, he joined Sir Robert Calder's fleet at the close of the action with the combined squadrons of France and Spain, July 22d, 1805, on which occasion the Dragon had 4 men wounded ‡. He subsequently went to the Mediterranean in company with the Queen, of 98 guns, Rear-Admiral Knight, and a fleet of transports, having on board a body of 5,000 troops, commanded by Sir James Craig.

* The concessions of Parliament, and its acquiescence to the demands of the seamen, it was to be hoped would have restored general tranquillity throughout the navy; but towards the end of May, a mutiny still more alarming than the preceding, broke out on board the ships at the Nore and in the North Sea fleet, the particulars of which will be found under the head of Admiral Sir JOHN KNIGHT, p. 160, *et seq.*

† See VISCOUNT EXMOUTH. ‡ See p. 405.

Our officer's next appointment was in Oct. 1807, to the Sultan, a new 74, forming part of the fleet employed in watching the port of Toulon. On the 12th August in the following year, whilst lying in Mahon harbour, Minorca, that ship was struck by lightning, which killed 9 men, and badly wounded 3 others. The momentary alarm and consternation which it produced throughout the vessel, may be readily conceived, but not easily described. Had it struck the hull, instead of the jib-boom, which it shivered to atoms, her destruction would have been inevitable. Fortunately, after running along the boom, and reaching the cap of the bowsprit, which was also rendered useless, it fell into the water close to the bows.

From this period we lose sight of Captain Griffith until Aug. 1812, on the 12th of which month he was advanced to the rank of Rear-Admiral, and soon after appointed to a command on the coast of North America. In Sept. 1814, he conducted an expedition up the Penobscot river, for the purpose of bringing that part of the province of Maine under the British dominion; which was attended with complete success, and a provisional government established for the district. The troops employed on this service were under the orders of Lieutenant-General Sir J. C. Sherbrooke. The United States' frigate Adams, lying at Hampden, a considerable distance up the river, was burnt by the enemy to prevent her falling into the hands of the British.

Rear-Admiral Griffiths remained in America until relieved by Sir David Milne, in 1816; and at the expiration of that officer's period of command, about the latter end of 1818, he was again appointed Commander-in-Chief at Halifax, where he continued until the month of December, 1821, since which he has not been employed. Previous to his departure for England, he received an address from the council, magistrates, and inhabitants of Halifax, regretting that the circumstance of his promotion to the rank of Vice-Admiral, on the 19th July preceding, should occasion him so soon to return to Europe. His assumption of the name of Colpoys, took place subsequent to the demise of the venerable Admiral of that name.

The subject of this memoir, if we mistake not, married the widow of the Hon. Sir John Wilson, one of the Judges of

the Court of Common Pleas. His eldest daughter married, Jan. 8, 1818, Captain Charles C. Johnson, of the 85th regigiment of foot, third son of Sir John Johnson, Bart., of Montreal, Upper Canada.

EDWARD JAMES FOOTE, Esq.

Vice-Admiral of the Blue.

This officer is the youngest son of the Rev. Francis Hender Foote, of Charlton Place, Bishopsbourne, near Canterbury, by Miss Mann, daughter of Robert Mann, of Linton, co. Kent, Esq., (who was a great contractor for clothing the army, in the time of Sir Robert Walpole,) and sister of the late Sir Horatio Mann, Bart. and K. B., many years Minister at Florence *. He was born about the year 1767; and in 1791, we find him serving in the East Indies as Commander of the Atalante sloop, from which vessel he exchanged into the Ariel, and returned to England in the month of Aug. 1792. At the commencement of the war with the French republic, he was appointed to the Thorn, of 16 guns; and on the 7th June, 1794, promoted to the rank of Post-Captain.

Towards the latter end of the same year, Captain Foote obtained the command of the Niger, of 32 guns, in which ship he assisted at the capture of a French convoy, May 9, 1795 †. On the 12th April, 1796, he destroyed l'Ecurieul, of 18 guns and 105 men, near the Penmarks. The Niger afterwards proceeded to the Mediterranean, and was present at the battle off Cape St. Vincent, Feb. 14, 1797 ‡. In October following, Captain Foote was appointed to the Seahorse, of 46 guns and 281 men, in which frigate he cruized for some time on the coast of Ireland, where he assisted at the capture of la Belliqueux, a French privateer, of 18 guns and 120 men. He subsequently returned to the Mediterranean station; and on the 27th June, 1798, after a chase of twelve hours, and a close action of eight minutes, off the island of Pantellaria, captured la Sensible, a French frigate of 36 guns and 300

* Vice-Admiral Foote's grandfather was a Barrister, and it is said, sat in Parliament for a Cornish borough.

† See p. 287. ‡ See p. 21, *et seq.*

men, including a General of division and his *suite*, passengers, bound to Toulon, with an account of the capture of Malta, by the forces under General Buonaparte. On this occasion the Seahorse had 2 men killed, and 16 wounded. Among the latter was Mr. Willmott, the first Lieutenant. The enemy's ship had 18 killed, and 37, including her commander, wounded. Among the effects on board the Sensible, were found a brass cannon formerly taken from the Turks, and which Louis XIV. had presented to the Knights of Malta; also a gilt-silver model of a galley.

In the spring of 1799, when the approach of the French fleet from Brest rendered it necessary for Lord Nelson, then at Palermo, to collect all his line-of-battle ships about him, Captain Foote was directed to take charge of the blockade of the Bay of Naples, and co-operate with a land force consisting of a few regular troops of four different nations, and with the armed rabble commanded by Cardinal Ruffo, his Sicilian Majesty's Vicar-General and confidential agent *. On the 22d May, the Seahorse anchored off Procida, where Captain Foote found the Perseus bomb, San Leon and Mutine brigs, a Neapolitan frigate, and several gun-boats, the whole of which he took under his orders.

The transactions in that quarter during the ensuing summer, have been much discussed both at home and abroad; and, owing to the perversion of facts, not generally with that

* In our memoir of Sir Benjamin Hallowell (See Note † at p. 472,) we have already alluded to the ineffectual attempt made by the King of the two Sicilies, to expel the French from his territories, as well as from those of the Holy Pontiff. On the 23d Jan. 1799, the Neapolitan army having been previously dispersed, a body of the republican troops under General Championet, notwithstanding the obstinate resistance they met with from the lazzaroni, or mob of Naples, possessed themselves of that place, from which the King and his family had already withdrawn, and been conveyed to Palermo in Lord Nelson's flag-ship, the Vanguard. On the 2d April following, a detachment from his Lordship's squadron, under the orders of Captain Troubridge, entered the bay, and after taking possession of Procida, Ischia, Capri, and the other islands in that neighbourhood, proceeded to blockade the city and adjacent towns, for the purpose of preventing the enemy in those places from getting any supplies of corn, or other articles, by sea. The ships of the line being required at Palermo to reinforce their Admiral, the command of the vessels left on that service devolved upon Captain Foote, about the middle of May.

candour, or even accuracy, which the very peculiar difficulty of the service appears to have demanded. From the statement given by Captain Foote, to Lord Nelson, of his proceedings subsequent to the above date, and the various letters he was afterwards obliged to publish, in consequence of a shameful attack on his professional character, which had been long established for ability and integrity, considerable light has been thrown on this subject *.

"I shall not take any notice," says Captain Foote in the statement alluded to, "of the various letters which I received from the Cardinal; they will prove, if investigated, how very little he knew about the force that was under my orders, or what was possible to be done by a few small ships of war; and that he kept advancing without any fixed plan, or project, trusting entirely to the chapter of accidents †.

"On the 9th of June, I received a letter from the Cardinal, in which he mentioned, that, on the 13th or 14th, he should be at the Tour del Greco; and he gave me some signals, by which I was to know, when the Royal Army reached that place; at which time, I was to give him all the assistance that lay in my power, by sea; accordingly, on the 13th, I stood into the bay, and it appeared to me, that the coast, from Portici to Castel-à-Mare, was in a state of insurrection; but I saw no signals.

"Innumerable requests were made to me, for assistance, but no one could tell me for certain, where the Cardinal was. I supplied the chief of the Tour del Greco with powder, musket-ball, and cannister; and seeing the French and Neapolitan colours flying on the fort of Granatelli, I immediately stood for it, having the Neapolitan frigate Sirena, and two gun-boats, with me. This fort was garrisoned by upwards of 200 men, who kept up a constant fire on a party of royalists, who were in the king's palace, at Portici, and just outside of it, which they returned with musketry, and from one piece of artillery: when close in with Granatelli, I fired a few shot at it, and the republican colours were hauled down, and the royalists rushed in, putting the whole of the garrison to the sword. Shortly after, a certain D. Constantine di Felippis came on board, and acquainted me, that he commanded about 4,000 royalists, that he meant to attack Villema the next day, when I promised to assist him as much as I possibly could.

"The Cardinal, as I have since learnt, instead of being at his rendezvous, the Tour del Greco, at the appointed time, was at Nola; but as to any direct information, I had none, not receiving any letter from him between the 9th and 17th of this month. Some country people informed me that the Republicans had a camp of 800 infantry and 120 cavalry, near the Tour del

* See a pamphlet entitled "Captain Foote's Vindication of his conduct, &c. &c." published by Cadell and Davies, London, *anno* 1807.

† The above passage appears to refer to the period when Cardinal Ruffo was advancing with his "Christian army" from Calabria towards Naples.

Annunciato, which was protected on the sea-side by ten gun-boats and two mortar-boats. I had written to the Count de Thurn for three gallies, which were then not much wanted at Procida; but, instead of their coming, I only received excuses about the weather (which, no doubt, was at one time threatening, but it afterwards cleared up); this caused me to write a positive order, and the gallies were sent; but the Count de Thurn, at the same time, informed me, that his instructions were quite independent of my orders, and that he could not receive any but from his Sovereign, or those who were his superiors. Reference may be had to my letters on this subject, but I do not wish it to be renewed, as I am on very good terms with the Count de Thurn, and am perfectly satisfied that the evil originated in his having secret orders—which, if I had not acted cautiously, might, in consequence of those left with me, have been attended with very fatal consequences. On the evening of the 13th, the Cardinal (or rather the Russians) took the fort of Villema, and the bridge of Madalena. Carracioli's gun-boats annoyed them a good deal, the weather preventing my approaching sufficiently close with the frigates; but if the gallies had been with me, I should certainly have taken some of the gun-boats, or caused them to retreat. On the 14th the weather was bad; and it was not until the 15th, the day the gallies joined me, that I could venture so deep into the bay as the castles of Revigliano, and Castel-à-Mare, which capitulated on terms mentioned in my letter book*, which circumstance I considered of the utmost consequence—for if their garrisons, or friends, amounting to about 1000 men, had availed themselves of the opportunity, to concert with the republicans at Annunciato, and make an attack on the rear of the Cardinal's army, his enterprise must inevitably have failed.

"On the 17th I informed the Cardinal, that I should immediately join the gun-boats and mortar-boats † at the Piedi Grotta, with a view of attacking Castel Uovo; and on the 18th, I sent Captain Oswald, of the Perseus, with a letter to the Commandant of that Fort, in the hope of its opening the way to a negotiation. On the night of the 17th, I had sent an officer to the Cardinal, who told him that the rebels, and the French, particularly the latter, had refused to capitulate to an Ecclesiastic; that his means were scarce sufficient to reduce determined and obstinate people; and that he wished me to try what I could do, by offering to hearken to the terms they might have to propose. I received a very insolent verbal answer from

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* The garrison of Revigliano surrendered as prisoners of war, Captain Foote promising to intercede with his Sicilian Majesty in their behalf. The terms granted to Castel-à-Mare were, that the garrison and men belonging to the flotilla, should march out of the fort with military honors, and ground their arms on passing the last barrier; such of them as chose to avail themselves of the protection of the British flag, to be received on board the Seahorse, the remainder to dispose of themselves as they might think proper. See "Captain Foote's Vindication," p. 105 to 111.

† Among the number were those given up at Castel-à-Mare.

the Commandant of Castel Uovo *, which I made the Cardinal acquainted with, and that it was my intention to attack it by every means in my power; to which his Eminence replied, "That it was no longer time to hearken to capitulations, and that it became necessary to think seriously of attacking Fort St. Elmo."

"The next day, (the 19th) to my great surprise, I received a letter from the Cardinal, requesting me to cease hostilities, and not to re-commence them whilst the flag of truce was flying, as a negotiation had taken place. The same night I sent an officer to the Cardinal, to acquaint him, that the British were not accustomed to grant so long a suspension of arms; and that, as my Sovereign was a principal ally of the King of the Two Sicilies, I claimed a right to be made acquainted with what was going on. The Cardinal sent word back, that the Chevalier de Micheroux conducted the treaty, and that he had sent my letter to him, that he might inform me what steps were taken. Not receiving a line from the Chevalier de Micheroux, I informed the Cardinal that I thought nothing could be more prejudicial to the interest of his Sicilian Majesty than the having such a multiplicity of chiefs —and that I knew of no other than his Eminence, who was specially charged with the interests of the King of Naples, and that I could act with no other person. The Cardinal told the officer whom I sent, that he knew nothing of what was going on; that he stood in great need of the aid of the Russians; that he would not give them the least ground for complaint—and that it was the Russians who conducted the treaty. On the 19th, I received a plan of a capitulation, already signed by the Cardinal, and the Chief of the Russians, with a request that I would put my name to it. In answer, I informed the Cardinal, that I had done so, because I considered him as the confidential agent of his Sicilian Majesty—and that some advantage would result from the capitulation, otherwise he would not have signed it; but I could not say I approved of such a manner of treating, and that I could not be answerable for its consequences. I also made some observations relative to St. Elmo's capitulating, which may be seen in my letter book.

"At length, on the 22d, I received a letter from the Chevalier de Micheroux, with the capitulation in form, already signed by the Cardinal and the Chief of the Russians. I replied to the Chevalier de Micheroux, that I had signed where he pointed out; but that I protested against every thing that could be in the least contrary to the honor and rights of my Sovereign and the British nation.

"I signed this capitulation—lest, on a reverse of fortune, or the arrival of the enemy's fleet, it might have been asserted, that my refusal was the cause of such misfortunes as might occur, and because I considered that the Cardinal was acquainted with the will and intention of his Sovereign; and the Count de Thurn had told me, that the Chevalier de Micheroux was authorized to act in a diplomatique character.

* "We desire a republic, one and indivisible; we will die to obtain it; this is our answer. Get away, citizen! quickly, quickly!"

N. B. The rest of the garrison of Castel Uovo were so much displeased with the Commandant, that they complained of him, and he was displaced.

"The result of all this is, that with a very small force, I have had to conquer difficulties, which were only got the better of by that terror which the British flag inspires; that I never was consulted by the Cardinal relative to the capitulation; and that I had neither instructions, nor any document, to assist or guide me."

The following is the plan of the capitulation for the forts of Nuovo and Uovo, as translated by Captain Foote.

Article 1. The Forts Nuovo and Uovo shall be delivered into the hands of the commanders of the troops of the King of the Two Sicilies, and those of his Allies, the King of England, the Emperor of all the Russias, and the Ottoman Porte, with all warlike stores, provisions, artillery, and effects of every kind now in the magazines, of which an inventory shall be made by commissaries on both sides, after the present capitulation is signed.

Art. 2. The troops, composing the garrison, shall keep possession of their forts until the vessels which shall be spoken of hereafter, destined to convey such as are desirous of going to Toulon, are ready to sail. The evacuation shall not take place until the moment of embarkation.

Art. 3. The garrisons shall march out with the honours of war, arms and baggage, drums beating, colours flying, and lighted match, with each two pieces of artillery; they shall lay down their arms on the beach.

Art. 4. Persons, and property, both moveable and immoveable, of every individual of the two garrisons, shall be respected, and guaranteed.

Art. 5. All the said individuals shall have their choice of embarking on board of cartels, which shall be furnished them to go to Toulon, or of remaining at Naples, without being molested either in their persons, or families.

Art. 6. The conditions contained in the present capitulation are common to every person of both sexes now in the forts.

Art. 7. The same conditions shall take place with respect to the prisoners which the troops of His Majesty the King of the Two Sicilies, and those of his Allies, may have made of the Republican troops, in the different engagements which took place before the blockade of the forts.

Art. 8. Messieurs the Archbishop of Salerno, of Micheroux, of Dillon, and the Bishop of Avelino, detained in the Forts, shall be put into the hands of the commandant of the Fort St. Elmo, where they shall remain as hostages until the arrival of the individuals, sent to Toulon, be ascertained.

Art. 9. All the other hostages, or state prisoners, confined in the two forts, shall be set at liberty, immediately after the present capitulation is signed.

Art. 10. All the articles of the said capitulation must be fully approved of by the commandant of Fort St. Elmo before they can be executed.

(Signed) F. Card. Ruffo, V. G.
* Kerandy Neut Prescaje.
* Bonieu Kuruffuterre.
Edward James Foote.
Commanding the ships and vessels of his Britannic Majesty in the Bay of Naples.

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* I could not decypher the signatures of the Russian and Turkish commanders, and I am therefore by no means certain that they are correctly spelt.—E. J. F.

It was on this occasion that Lord Nelson, in the excess of his zeal, had recourse to a strong measure: which not only created great discussion, but drew serious blame on his conduct both at home and abroad. On the 24th June, his Lordship having unexpectedly arrived in the Bay of Naples, with seventeen sail of the line, on board of which were embarked 1700 troops, threw out the annulling signal, and declared the Treaty to be invalid, on the ground that "Captain Foote had been deceived by Cardinal Ruffo, who was endeavouring to form a party hostile to the views of his sovereign." This charge having, since Lord Nelson's death, been brought into publicity, by the indiscreet manner of treating it, in a work published by a Mr. Harrison, which he professed to be "Genuine Memoirs of Lord Nelson," drew forth a spirited and satisfactory vindication from Captain Foote; and it must be admitted, that treaties signed by those having the power, which was the case with that officer at the moment of the signature, for he was then unquestionably first in command on the station, ought to be held most sacred; and that, even if Lord Nelson had good cause to disapprove of the terms of a treaty so signed, he had no right to break it. If in this instance, however, his Lordship acted at variance with his long established character for humanity, and his great professional reputation, it certainly did not arise from any dishonorable principle, or want of feeling; and was an error, not of professional integrity, but of political judgment: in which, as well as in various other instances of his life, he resembled the renowned Blake; of whom Dr. Johnson, in consequence said, "We must then admit, amidst our eulogies and applauses, that the great, the wise, and the valiant Blake, was once betrayed to an inconsiderate and desperate enterprise, by the resistless ardour of his own spirit."

On the 28th June, Captain Foote was sent to Palermo, for the purpose of embarking their Sicilian Majesties; on his arrival at that place, he learnt that those august personages had decided upon returning to Naples in their own frigate, the Sirena, lest they might hurt the feelings of such naval officers as had remained faithful to them; but that their Majesties wished him to convoy them, and the transports, with troops on board, and also to embark their treasure and staff in the

Seahorse. The Prime Minister, Sir John Acton, at the same time assured Captain Foote, that the King and Queen were very sensible of the service he had done them in the Bay of Naples. Upon which, our officer availed himself of what appeared a favorable opportunity to perform his promise to the republican garrisons of Revigliano, and Castel-à-Mare; and, at the Minister's request, explained to him the terms of the capitulation which he had granted; frequently observing, that the reliance those garrisons had placed in his intercession, had principally induced them to submit without the effusion of blood; which Sir John, who well knew the immense strength of the latter fortress, must be aware would have been very great, if they had made a determined resistance; and concluded with begging, as a *personal favor*, that the capitulation might be regarded as sacred; to which the Minister replied, by assuring him, that on his account the most obnoxious persons should only be confined during the then very unsettled state of the Neapolitan dominions.

Their Sicilian Majesties sailed from Palermo, July 3, under the protection of the Seahorse, and reached Naples Bay on the 8th of the same month. Immediately on his arrival, Captain Foote received orders to proceed to another part of the coast, on a particular service.

During the night of the 29th July, the Seahorse, then at anchor off Leghorn, parted her cable and went on shore between the mole head and the powder magazine; the gale continued with great fury for sixteen hours, and forced the ship into eleven feet water. After remaining nine days in this perilous situation, and having been lightened of every thing except the chests and bedding, she was, on the 7th Aug., by the assistance of four pontoons, that lifted her eighteen inches forward, and the great exertion of all on board, hove near two cables' length through three feet and a half of mud and sand, and the following day towed into Leghorn Mole.

In consequence of this unfortunate accident, the Seahorse was obliged to return to England towards the end of October. Previous to his departure from the Mediterranean, Captain Foote received the following very flattering letter from Lord Nelson; which, together with his sending the Seahorse to Palermo, for the purpose of receiving their Sicilian Majes-

ties, are a sufficient proof that his Lordship did not think any *infamy* attached to Captain Foote's conduct during the operations at Naples, as has been by others insinuated.

" *Palermo, Sept.* 14, 1799,

" My dear Sir,

" I did not send your box by the Goliath, as I thought it probable that some event might bring you to Palermo; and to say the truth, I did not like to trust it in a four-gun cutter; therefore it must, I fear, remain in my possession a little longer.

" I can assure, you, my dear Sir, that it affords me infinite pleasure to convey to you this distinguished mark of his Sicilian Majesty's approbation. The despatch expresses—for most important services when left with the command in the bay of Naples, when Lord Nelson was obliged to order Commodore Troubridge to join him, and for taking Castel-à-Mare.

* * * * * *

" I hope that what I have wrote to Darby and Duckworth will please you, for believe me, with the very greatest esteem,

" Your obliged humble Servant,

" *Captain Foote.* " NELSON."

The box alluded to in the above, was an elegant snuff-box, with the initials F. R. in small diamonds, worth about three or four hundred guineas.

In the month of May, 1800, the Seahorse conveyed Rear-Admiral Sir Richard Bickerton, and General Sir Ralph Abercromby, to the Mediterranean; the latter returned to England in that ship, Sept. 28th following. During the ensuing summer, Captain Foote was in attendance on their late Majesties at Weymouth. He afterwards escorted ten sail of East Indiamen to Calcutta, at which place he arrived the latter end of Jan. 1802. Whilst on the India station, he was sent to secure the stores of la Sensible frigate, which had been wrecked a few miles to the southward of the Molliwally Shoal. The ship having filled with water to the gun-deck, rendered the operations peculiarly difficult: the skill of Captain Foote, however, surmounted the obstacles that presented themselves, and he succeeded in saving every thing valuable, except the provisions. The Seahorse, soon after her arrival in England, (Oct. 4, 1802) was put out of commission.

For several years, during the late war, Captain Foote commanded, first the Princess Augusta, and afterwards the Royal Charlotte, yachts. On the 12th Aug. 1812, he was promoted to the rank of Rear-Admiral; and soon after hoisted his flag

as second in command at Portsmouth, where he continued until Feb., 1815. His commission as Vice-Admiral bears date July 19, 1821. Our officer married, Aug. 24, 1803, the eldest daughter of the late Vice-Admiral Patton. That lady died at Nice, in France, about December, 1816.

Residence.—Southampton.

SIR RICHARD LEE,

Vice-Admiral of the Blue; Knight Commander of the most honorable Military Order of the Bath; and of the Portuguese Order of the Tower and Sword.

THIS officer entered the naval service in 1777, as a Midshipman, on board the Speedwell sloop, commanded by the late gallant Captain John Harvey *. He afterwards served under the late Admiral Affleck †, in the Triumph, of 74 guns, which ship formed part of Sir George B. Rodney's fleet in the actions of May 15th and 19th, 1780 ‡. On the latter day she appears to have been very warmly engaged, and sustained a loss of 4 men killed, and 14 wounded.

The Triumph subsequently accompanied the Commander-in-Chief to the relief of New York, and on the passage recaptured the Lion, an armed Jamaicaman, into which Mr. Lee was put as prize-master. On entering Sandy Hook, our young officer fell in with the Retaliation, a large American privateer, which he engaged and drove into Neversink, thereby preventing a number of merchant vessels, then off the lighthouse, from falling into her possession. He also gave the first information of the approach of the squadron; and by his exertions got pilots down from New York, in readiness to take charge of the ships immediately on their arrival.

Mr. Lee's services in the Lion were so highly appreciated by Sir George B. Rodney, that he instantly promoted him to the rank of Lieutenant; whilst the merchants of New York voted him their thanks, and a handsome present. On his re-

* See Rear-Admiral JOHN HARVEY.

† Philip Affleck, Esq. Admiral of the White, and Vice-President of the Marine Society, died at Bath, Dec. 22, 1799. He was universally respected as an officer, a gentleman, and a christian.

‡ See note at p. 104, *et seq.*

turn to England he joined the Recovery, and from that vessel removed with Lord Hervey into the Raisonable, of 64 guns, in which ship he was present at the relief of Gibraltar by Earl Howe; and in the partial action off Cape Spartel, Oct. 20, 1782 *. Some time after this event, a dangerous conspiracy among the seamen was crushed by the noble conduct of Lord Hervey and his officers, for which they received the thanks of the Board of Admiralty.

In the ensuing peace, Lieutenant Lee served successively in the Swallow sloop, and Centurion, of 50 guns, the latter bearing the flag of his friend Rear-Admiral Affleck, on the Jamaica station; by whom he was advanced to the rank of Commander, in the Serpent sloop of war. During his continuance in the West Indies, the merchants of the Bahama Islands, to whom he had rendered some essential services, returned him their public thanks.

The Serpent returned to England in company with two other men of war, as convoy to a large fleet of merchantmen; and Captain Lee, on his arrival, had the gratification of receiving a piece of plate from the underwriters, &c. at Lloyd's, as an acknowledgment of the attention he had paid to their interests †. He was afterwards employed in the defence of Nieuport, under the late Admiral M'Bride ‡; and on his return from that service promoted to post rank, by commission dated June 7, 1794.

Our officer's next appointment was to the Hind, of 28 guns, stationed in the Channel. From that vessel he removed into the Greyhound frigate, and again visited the West Indies. He subsequently commanded the Assistance, of 50 guns, and in her had the misfortune to be wrecked between Dunkirk and Gravelines, March 29, 1802; from which period we find no mention of him until the spring of 1805, when he obtained the command of the Courageux, a third rate; and on the 4th Nov.

* See pp. 17, 106.

† Captains Alms and Brown, who commanded the other convoying ships, received similar tokens of approbation from the same body.

‡ On the 31st Oct. 1793, Rear-Admiral M'Bride, in conjunction with Generals Grey and Dundas, sent to the relief of Ostend and Nieuport, obliged the French to abandon their situation before those places, and retire to Dunkirk.

following, assisted at the capture of four French ships of the line, by the squadron under Sir Richard John Strachan *. The total loss sustained by the British on this occasion was small; a circumstance to be accounted for by the enemy firing high, and our vessels closing suddenly. The Courageux had only 1 man killed and 13 wounded.

For this important service, Captain Lee, with his brave associates, received the thanks of Parliament, and was honored with a gold medal, similar to that which was struck by order of his late Majesty, commemorative of Earl Howe's victory †. A valuable sword was also awarded to him by the Committee of the Patriotic Fund ‡. He afterwards commanded the Monarch, another 74, employed off Rochefort, under the orders of the late Sir Samuel Hood.

On the 25th Sept. 1806, at one A. M., being on the look out several miles in advance of the squadron, Captain Lee discovered seven strange sail, of which he gave notice by signal to the Commodore, and immediately made sail in pursuit. At day-light they were perceived to be five large French frigates and two brigs, one of the former bearing a broad pendant. At five, the Monarch, from her previous position and good sailing, arrived nearly within gun-shot of the enemy, and continued nearing them until a quarter past ten, when she brought three of the frigates to close action, which continued without intermission for upwards of two hours, and terminated in the capture of l'Armide and la Minerve, each mounting 44 guns, French 18-pounders on their main-deck, and 30-pounder carronades on their quarter-decks and forecastles. The third frigate engaged by the Monarch (la Gloire, of 46 guns,) hauled off on the approach of Sir Samuel Hood, who lost his right arm immediately after getting into action. She afterwards surrendered to the Centaur and Mars, which latter ship had already pursued and captured l'Indefa-

* See p. 239. † See p. 75, *et seq.*

‡ The Patriotic Fund was established by the merchants, underwriters, and other subscribers to Lloyd's Coffee House, July 20, 1803. From that period to March 1, 1820, the subscriptions amounted to 595,000*l.*; the greatest part of which has been paid away in annuities and donations. About 21,000*l.* appears to have been expended in swords, vases, and other honorary marks of distinction.

tigable, a ship of the same force as those taken by Captain Lee. The remainder of the enemy's squadron, *viz.* la Tamise of 44 guns, la Sylphe and la Lynx brigs, each mounting 18 guns, escaped.

From the crippled state of the Monarch, her standing and running rigging being cut to pieces, and every boat except one rendered useless, her commander, after receiving the swords of the two French Captains who had submitted to him, found himself under the necessity of requesting the prisoners to be taken on board the other ships of the British squadron, which was accordingly done as soon as they could arrive up for that purpose.

The Monarch's loss was proportionate to the share she had taken in the transactions of this day. It consisted of 1 Midshipman and 5 seamen killed; Lieutenant Anderson, the Boatswain, 1 Midshipman, and 25 men wounded *. The Centaur had 3 men killed, and 4, including Sir Samuel Hood, wounded. Of the other ships under that officer's orders, the Mars alone succeeded in closing with the enemy; she had not a man hurt. The enemy made an obstinate resistance; but the result was, as may well be supposed, attended with much slaughter, each ship having on board about 650 men, including troops. The prizes were fine frigates, of large dimensions, and had sailed from Rochefort the evening before, full of stores, arms, ammunition, and provisions.

We next find Captain Lee employed in the blockade of the Tagus, on which service he continued until the departure of the royal family of Portugal from Lisbon, when the Monarch was detached under the orders of Commodore (now Sir Graham) Moore, to escort the illustrious fugitives and their attendants to South America †. Soon after the arrival of the fleet at Brazil, our officer was entrusted with the command of three ships of the line and two frigates, with which he proceeded to the Rio de la Plata, where he entered into a treaty

* Sir Samuel Hood, in his official account of the action, says, "I cannot add too much praise to Captain Lee, of the Monarch, for his gallant and officer like conduct; but I am sorry to find his loss has been rather severe, the swell of the sea preventing, at times, the opening of the lower-deck ports.

† See pp. 321, 536.

with the Spanish authorities for a suspension of hostilities, till the official accounts of the late political changes in Europe could be received from the junta in the mother country.

In the summer of 1809, Captain Lee, who had returned to England with Commodore Moore, assisted at the occupation of the island of Walcheren, by the forces under Sir Richard J. Strachan and the Earl of Chatham, and from that period was stationed in the North Sea until 1812; when the Monarch being found unfit for further service, was put out of commission at Chatham *. Captain Lee was advanced to the rank of Rear-Admiral on the 12th Aug. in the same year; nominated a K. C. B. Jan. 2, 1815; and on the 31st May following, obtained the royal authority to accept and wear the insignia of a Knight Commander of the Order of the Tower and Sword of Portugal, which had been conferred upon him by the Prince Regent of that kingdom, in testimony of the high sense H. R. H. entertained of his great merit, and of the services rendered by him to the House of Braganza.

Sir Richard Lee's commission as Vice-Admiral, bears date July 19, 1821.

Residence.—Walmer, Kent.

PETER HALKETT, Esq.

Vice-Admiral of the Blue; and a Member of the Committee of the Kinloch Bequest to the Scottish Corporation †.

This officer is the second son of the late Sir John Halkett, Bart. ‡, of Pitferran, N. B. by Mary, daughter of the Hon.

* The Monarch was built at Deptford about 1765, and broke up in 1812.

† The Scottish Corporation for the relief of Natives of Scotland, who have acquired no parochial settlement in England, was founded by King Charles II, and re-incorporated in 1775. The Kinloch Bequest is a trust to the Hospital, for annuities to 500 seamen and soldiers who have been wounded in the public service.

‡ John Wedderburn, of Gosford, Esq., who, upon failure of issue of his uncle, Sir Peter Halkett, second Baronet of Gosford, and third of the name of Halkett, of Pitferran, succeeded to the estate agreeably to the entail, and also to the dignity of Baronet; he subsequently denuded himself of the estate of Gosford, in favour of his immediate younger brother, and took the name and title of Sir John Halkett, of Pitferran, Bart. He served as a Captain of the army at the reduction of Guadaloupe, in 1758; and died Aug. 7, 1793.

John Hamilton, grand uncle of the present Earl of Haddington. At the commencement of the war with France in 1793, we find him serving as Lieutenant of the Syren, in which frigate the Duke of York proceeded to Holland for the purpose of taking the command of the British troops sent thither to co-operate with the Dutch against the republican armies; and H. R. H. was so much pleased with the zeal and activity displayed by Mr. Halkett in assisting the garrison of Williamstadt, at that time besieged by the French, that he soon after obtained for him the rank of Commander; and on his return from the continent, that of Post-Captain. The Prince of Orange also, as a mark of the high sense he entertained of the eminent services performed by him in the gun-boats, ordered him to be presented with a medal, with a suitable inscription, value 500 guilders *.

Captain Halkett's post commission bears date Aug. 13, 1794; he was soon after appointed to the Circe, of 28 guns, stationed in the North Sea; where nothing material occurred until the spring of 1797, when an alarming mutiny broke out amongst the crews of the ships under the orders of Admiral Duncan, and at the Nore †. Happily the Circe escaped the contagion, and Captain Halkett received the thanks of the Admiralty, and the freedom of the town of Hull, for the conduct of his ship during that alarming period.

* On the night of March 15, 1793, a party from the Syren, then lying in the Maese, embarked on board three gun-boats, under the orders of Lieutenant John Western; who taking advantage of the calm and fog that prevailed, pulled across to the French batteries, five in number, which had been erected to bombard Williamstadt. So animated and destructive a fire was kept up by the British, that their force became trebled in the eyes of the French; and the latter abandoned their works and fled. The governor of Williamstadt having had no intimation of the intended diversion in his behalf, was surprised at the firing; and received Lieutenant Western, on his landing the next morning, with heartfelt thanks. The latter, in the course of the day, was gratified at seeing the Dutch soldiers enter the town, with the cannon which he and his brave followers had compelled the French to abandon. Lieutenant Western was killed in a subsequent attack on the enemy's entrenched camp at the Noord post on the Moordyke. His remains were attended to the church at Dordrecht by the Duke of York, who ordered a monument, with an appropriate inscription, to be erected to his memory.

† See p. 160, *et seq.*

Early in Oct. 1797, the Circe formed part of the squadron left off the Texel under Sir Henry Trollope, to watch the Dutch fleet; and at the battle off Camperdown, on the 11th of that month, she was one of Admiral Duncan's repeaters.

Our officer's next appointment was to the Apollo, a fine frigate, in which he had the misfortune to be wrecked, Jan. 7, 1799, on the Haak Sands, while in chase of a Dutch ship. The crew were saved by a Prussian vessel that went down to their assistance. On the 15th, Captain Halkett was tried by a Court Martial, for the loss of the Apollo; and nothing appearing to criminate him in the least, a verdict of acquittal was pronounced. The pilot, through whose neglect the unfortunate accident arose, was dismissed his Majesty's service.

In the course of the same year, the subject of this sketch obtained the command of a new frigate of the same name, in which he was sent as convoy to the outward bound West India fleet. On his passage he captured the Aquilla, of 4 guns, pierced for 22, with a valuable cargo from Buenos Ayres, bound to Corunna. During his stay on the Jamaica station, he also took the following vessels: Cantabrian, Spanish corvette, of 18 guns and 100 men, with a cargo, off the Havannah; Resolution, (formerly a British cutter) 18 guns, 149 men; and Vigilante, French privateer, of 14 guns, in the Gulf of Mexico.

The Apollo arrived at Portsmouth, March 12, 1802. Captain Halkett subsequently commanded the Ganges, of 74 guns; and on the 12th Aug. 1812, was advanced to the rank of Rear-Admiral. In 1815, his flag was flying on board the Gladiator, in Portsmouth harbour. He attained his present rank at the last general promotion, July 19, 1821.

Our officer married, Oct. 14, 1802, Elizabeth, daughter of William Tod, of London, Esq. Mrs. Halkett died at Clifton in 1814.

WILLIAM BEDFORD, Esq.

Vice-Admiral of the Blue.

During the Russian armament, in 1791, this officer served about three months as a Lieutenant in the Edgar, of 74 guns; and subsequently in the Formidable, a second rate. He was

promoted to the rank of Post-Captain, Aug. 15, 1794, and in the same year appointed to the Queen, of 98 guns, bearing the flag of Sir Alan Gardner, in the Channel fleet.

The Queen was present at the attack of the French fleet off l'Orient, on the 23d June, 1795; but the speedy flight of the enemy deprived Captain Bedford of an opportunity to share in the flying contest. He afterwards removed with Sir Alan into the Royal Sovereign, of 110 guns.

In our memoir of Vice-Admiral E. G. Colpoys, we have given an account of the alarming mutiny at Spithead, in the spring of 1797; and stated, that in consequence of the concessions made by government, the fleet under Lord Bridport had put to sea on the 16th May, to encounter the enemy. The spirit of disaffection, however, was not yet laid, for it discovered itself once more in the following month, when the crews of several of the ships behaved in a most audacious manner, for which two seamen belonging to the Royal Sovereign were condemned to death.

Captain Bedford continued with Sir Alan Gardner until that officer struck his flag, in Aug. 1800, on being appointed Commander-in-Chief on the coast of Ireland. He then obtained the command of the Leyden, of 68 guns, in which he served on the North Sea station until the suspension of hostilities. At the attack upon Boulogne, Aug. 15, 1801, himself and Captain Gore, of the Medusa, tendered their services to act as volunteers under a junior officer, which offer, however, Lord Nelson thought proper to decline. The Leyden had 11 men killed and 40 wounded, in the boats employed on this occasion.

On the renewal of the war, in 1803, Captain Bedford was appointed to the Thunderer, of 74 guns, in which ship he took the Venus French privateer, of 18 guns and 150 men; and assisted at the capture of la Française frigate, pierced for 44 guns. In 1805, he commanded the Hibernia, the flag-ship of his friend Lord Gardner; and afterwards the Caledonia, another first rate, bearing the flag of Lord Gambier, Commander-in-Chief of the Channel fleet.

At the general promotion, Aug. 12, 1812, our officer was advanced to the rank of Rear-Admiral, and soon after appointed Captain of the North Sea fleet, under the late Sir W.

Young, with whom he continued until the end of the war. His commission as Vice-Admiral bears date July 19th, 1821. He married in 1808, a daughter of Commissioner Fanshawe, of Plymouth Dock-yard.

PHILIP STEPHENS, Esq.

(LATE WILKINSON.)

Vice-Admiral of the Blue.

THIS officer is a nephew of the late Sir Philip Stephens, Bart. *, many years Secretary, and afterwards one of the Lords Commissioners of the Admiralty; under whose auspices he went to sea at an early age; was promoted to the rank of Lieutenant, about the year 1790; and made a Post-Captain, Sept. 5, 1794.

From this period till the year 1797, Captain Wilkinson commanded the Hermione, of 32 guns, on the Jamaica station. His next appointment was to the Success, another frigate, in which he cruized for some time on the coast of France, and then removed into the Unicorn of the same force, and likewise employed in Channel service. He subsequently obtained the command of the Naiad, of 38 guns, on the same station.

In the month of Oct. 1801, the Naiad took the ground near Isle Rhé, and had nearly been wrecked. On the second day after she struck, the French Commodore sent off craft, with spare cables and anchors, and politely informed Captain Wilkinson of the preliminaries of peace being signed between France and England; this conduct accounted for the batteries not firing on the Naiad, whilst ashore within range of them.

Our officer was soon after appointed to the Hussar, of 38 guns, on board which ship an explosion took place towards

* Sir Philip's daughter married Viscount Ranelagh; and on the death of that nobleman, who had but a life interest in the estates of his father-in-law, Admiral Wilkinson, to whom they devolved, assumed the cognomen of Stephens. For the sake of convenience, the former alone will be used in this sketch. Should the Vice-Admiral die without issue, the property will again revert to the Ranelagh family.

the latter end of the year 1802, and produced an alarm so sudden and terrific, that several of her crew jumped overboard; and the weather being extremely severe, they in consequence perished.

On the 6th Jan. 1804, Captain Wilkinson parted company with Sir Edward Pellew, under whose orders he had been cruizing off Ferrol, bound to England with despatches. In the night of the 8th, the Hussar, then going at the rate of seven knots an hour, struck on the southernmost part of the Saintes, and was bilged. The following day the crew took possession of a small island, inhabited by fishermen, whose boats they immediately began to equip for the purpose of transporting themselves either to the fleet off Brest, or to England, as circumstances might admit. At day-light, on the 10th, the ship being still apparently whole, Captain Wilkinson sent a party to destroy her by fire; and on their return embarked in his barge, and left the island, accompanied by the remainder of his crew in 13 fishing boats, the whole of which being badly found, were obliged to bear up during the night, and run into Brest harbour. Fortunately, Captain Wilkinson succeeded in getting on board a British cruizer, and thus escaped a captivity of ten years duration, to which his officers and men were subjected.

In the summer of the following year, he commanded the Gorgon, of 44 guns, stationed as a guard-ship in the Shannon; and some years afterwards, the Courageux, of 74 guns, employed in the Baltic. He was made a Rear-Admiral, Dec. 4, 1813; and on the 19th July, 1821, advanced to the rank he now holds.

The subject of the foregoing sketch married, in 1804, Sophia, daughter of William Worth, of Hayneford, near Norwich, Esq.

HON. CHARLES ELPHINSTONE FLEEMING,

Vice-Admiral of the Blue; and a Member of the Royal Caledonian Hunt.

This officer, the second son of John, eleventh Baron Elphinstone, by Anne, daughter of James, third Lord Ruthven, was promoted to the rank of Commander in the Tisiphone

sloop, on the Mediterranean station, in the spring of 1794; and, on the 7th Oct. following, posted into the Tartar, of 28 guns. He returned to England with the homeward bound trade, in 1796; and was then sent to the West Indies. The Tartar was wrecked at St. Domingo, in the spring of the following year. His next appointment was to the Diomede, of 50 guns, in which ship he served on the East India station during the remainder of the war.

On the renewal of hostilities against France, in 1803, he obtained the command of the Egyptienne, a fine frigate employed on the coast of France, where he captured l'Epervier, of 16 guns and 90 men, from Guadaloupe, bound to l'Orient with despatches; l'Acteon, of 16 guns and 126 men; and la Chiffonette privateer, of 14 guns and 80 men. He was also with Sir Robert Calder's fleet in the action of July 22d, 1805 *.

Our officer's subsequent appointments as a Captain were, to the Revenge, of 74 guns, in 1806; Bulwark, of the same force, about April, 1807; Standard, 64, in the spring of 1811; and to be a Colonel of Royal Marines, Aug. 12, 1812. His promotion to the rank of Rear-Admiral took place, Dec. 4, 1813; in the following year he succeeded the late Vice-Admiral S. H. Linzee, as Commander-in-Chief at Gibraltar; he obtained his present rank July 19, 1821.

Vice-Admiral Fleeming formerly represented the county of Stirling, during several parliaments, and voted on various important questions. His assumption of the name of Fleeming was occasioned by his succeeding, on the death of his grandmother †, to the estates of the Wigtoun family at Cumbernauld and Biggar, in consequence of an entail executed by the late Earl in 1741; the possession of which estates was confirmed to him by a decision of the House of Lords. He is uncle, as well as presumptive heir, to the present Lord Elphinstone, who is a minor.

Residence.—Cumbernauld, Stirlingshire.

* See p. 290.

† Lady Clementina Fleeming, only child of John Earl of Wigtoun, and mother of the present Viscount Keith.

SIR CHARLES VINICOMBE PENROSE.

Vice-Admiral of the Blue; Knight Commander of the most honorable Military Order of the Bath; and of the Neapolitan Order of St. Ferdinand and of Merit.

This officer was made a Commander into the Lynx sloop, on the Halifax station, where he assisted at the capture of l'Esperance, French corvette, of 12 guns and 80 men. He obtained the rank of Post-Captain, Oct. 7, 1794; and in the following year, commanded the Cleopatra frigate. On the 3d March, 1796, he took l'Aurore privateer, of 10 guns, on the coast of America.

In July, 1799, we find him commanding the Sans Pareil, of 80 guns, bearing the flag of Lord Hugh Seymour, in the West Indies; and after his Lordship's demise, the Carnatic, 74. Whilst in the former ship he captured two privateers; la Pensée, of 4 guns and 65 men, and the Sapajon, 6 guns, 48 men.

During the summer of 1810, a flotilla establishment was formed at Gibraltar, for the defence of Cadiz, and our officer appointed to the principal command; on which occasion he hoisted a broad pendant on board the San Juan, at the former place. On the 12th Aug. 1812, he was nominated a Colonel of Royal Marines; and on the 4th Dec. in the following year, advanced to the rank of Rear-Admiral; from which time, until the conclusion of the war, he commanded the naval force employed in co-operation with the British army under the orders of Lord Wellington *.

The exploits of the Rear-Admiral's squadron, in the Gironde, will be read with lively interest in future ages. He pursued the flying enemy up that river, as far as Fort Talmont, and was preparing to attack them at their moorings, when at midnight on the 6th April, 1814, the French vessels were discovered in flames, and before day the whole were totally consumed. They consisted of the Regulus, a 74-gun ship, three brigs of war, and several smaller vessels. The bat-

* See Captain D. O'Reilly, in our next volume.

teries at Point Coubre, Point Negre, Royan, Sonsac, and Meché, were successively entered and destroyed by a detachment under Captain Harris, of the Belle Poule.

Four days previous to the above event, by which the navigation of the Gironde was completely cleared as far as Blaye, the advanced boats of the British squadron, under Lieutenant Dunlop, of the Porcupine, encountered a flotilla, consisting of two gun-brigs, eight gun-boats, one armed schooner, four chasse-marées, and an imperial barge, the whole of which were either captured or destroyed.

In the course of the same year, Rear-Admiral Penrose was appointed Commander-in-Chief in the Mediterranean, where he continued during the customary period. He was nominated a K. C. B. Jan. 3, 1816, and made a Vice-Admiral, July 19, 1821.

Sir Charles Penrose is married, and has several children, one of whom is the wife of Captain Coode, R. N.

Residence.—Ethy, Cornwall.

SIR WILLIAM HOTHAM,

Vice-Admiral of the Blue; and Knight Commander of the most honorable Military Order of the Bath.

This officer, the second son of the late General Hotham, by Diana, daughter of Sir Warton Pennyman Warton, Bart., and nephew of the late Admiral Lord Hotham *, was born in Feb. 1772; entered early into the naval service, and obtained the rank of Post-Captain in the Cyclops, a small frigate stationed in the Mediterranean, Oct. 7, 1794. He returned to England about the month of Feb. 1796; and in the spring of the following year, obtained the command of the Adamant, a 50-gun ship employed in the North Sea.

The Adamant, as already mentioned at p. 160 of this vo-

* The ancestor of this family, Sir John de Trehouse, Lord of Kilkenny in Ireland, for his services at the battle of Hastings, had a grant from the Conqueror, of the castles and manors of Colley Weston, co. Northampton, and Hotham in Yorkshire, from which his posterity assumed the name of *Hotham*: many of this family had summonses to parliament as Barons, and one of them was Chancellor to King Edward II.

lume, was the only two-decked ship that remained with Admiral Duncan off the Texel, during the alarming mutiny of 1797 *. This circumstance must have been equally, if not more, gratifying to Captain Hotham, than even that of having had the good fortune to be present at the subsequent discomfiture of the enemy's fleet. Some time after the memorable battle off Camperdown, he was ordered to the Cape of Good Hope, on which station he continued upwards of three years, and assisted at the destruction of la Preneuse French frigate, an account of which will be given under the head of Captain Edward Grey, in our next volume.

On the renewal of hostilities in 1803, Captain Hotham was appointed to the Raisonable, of 64 guns, and again employed in the North Sea; but the then fatiguing service in that quarter causing extreme indisposition, he was some time after obliged to retire from active service. He subsequently com-

* Stratagem supplied, on this occasion, the place of numbers; for the Admiral, by making a variety of signals, as to ships in the offing, effectually duped the Dutch Commander, de Winter, as he afterwards confessed, into the belief that the channel of the Helder was blocked up by a force superior to that he himself commanded, which consisted of fifteen sail of the line, six frigates, and five sloops of war. This formidable fleet had long been in a complete state of equipment for actual service; and nothing but the ingenious artifice already related, in all probability, prevented it putting to sea. At length Admiral Duncan, in the hope of annoying the enemy's ships very materially, if they attempted to come out, the channel being so narrow as not to admit of more than one passing at a time, anchored the Venerable and Adamant at the outer buoy of the Texel, both ships having springs on their cables. What the event of so unequal a contest would have been, is now of little consequence; but whatever it might have proved, the measure certainly reflected the highest honor on the man, whose gallantry not only projected it, but made every possible preparation in his power to carry it into execution, in the most advantageous manner possible. The British officers and seamen were at their quarters for three days and three nights, almost in momentary expectation that the enemy would come out. Admiral de Winter even made the preparative signal for sailing; but a few hours before the time when his intention was to have been executed, the wind came round to the westward, and prevented it. During the eight following days, Admiral Duncan and his consort were on the tiptoe of expectation, waiting for a reinforcement; when at length, to their great joy, they were joined by the Sans Pareil and Russel, ships of the line. Other vessels forming a junction soon afterwards, the disparity of numbers so far decreased, as to remove all anxiety for the event of the expected contest.

manded in succession, the Sea Fencibles at Liverpool, and the Royal Sovereign yacht *; the latter of which he retained until his advancement to the rank of Rear-Admiral, Dec. 4, 1813. He was nominated a K. C. B. Jan. 2, 1815; and became a Vice-Admiral, July 19, 1821.

Sir William Hotham married Anne, daughter of Sir Edward Jeynes, Knight.

Residence.—Bath.

SIR PULTENEY MALCOLM,

Vice-Admiral of the Blue; and Knight Commander of the most honorable Military Order of the Bath.

EARLY in the last century, Mr. Robert Malcolm, a younger branch of the family of that name, came from Cupar in Fifeshire, where his ancestors had long resided, and settled on the borders of Scotland, as Minister of the parish of Ewes, near Langholm, in the county of Dumfries. His son George married Margaret, daughter of James Pasley, of Craig, Esq., and brought up seventeen children at his residence, Burnfoot, on the banks of the Esk, where part of his family now reside †.

The officer whose services we are about to trace is the third son, and was born at Douglan, near Langholm, on the 20th Feb. 1768. He entered the naval service Oct. 20, 1778, as a Midshipman, on board the Sybil frigate, commanded by his

* Yachts first appear in a navy list of 1675. According to Mr. Pepys, the Dutch, in the year 1660, gave Charles II. a yacht called the Mary; "until which time," he adds, "we had not heard of such a name in England." *See Derrick's Memoirs of the Royal Navy*, p. 89.

† Mr. Malcolm survived long enough to see his youngest child attain the rank of Post-Captain. Robert, the eldest, who died a few years ago, was high in the civil service of the Hon. East India Company. The three next in succession, James, Pulteney, and John, were honoured with the insignia of Knights Commanders of the Order of the Bath at the same time! the former for his distinguished services in Spain and North America, when commanding a battalion of Royal Marines; the latter has since been raised to the dignity of a Knight Grand Cross, for his services during the late war in India. The younger sons are Gilbert, Rector of Todenham, co. Gloucester; David, in a commercial house in India; and Charles, a Post-Captain, commands the Lord Lieutenant's yacht at Dublin.

maternal uncle, the late Sir Thomas Pasley, Bart. *, whom he accompanied to the Cape of Good Hope; and upon his return from thence removed with the same officer into the Jupiter, of 50 guns, which ship formed part of the squadron under Commodore Johnstone in the affair at Porto Praya, and at the capture of a fleet of Dutch Indiamen in Saldanha Bay, events already noticed at p. 268, *et seq.*

In 1782 the Jupiter was ordered to convey Admiral Pigot to his command in the West Indies; and Mr. Malcolm, after serving several months with that officer in the Formidable, a second rate, was by him promoted to the rank of Lieutenant in the former ship, March 3, 1783. During the ensuing peace he was employed on various stations in the Scipio, Pegasus, Bellerophon, and Vengeance; and at the commencement of the French revolutionary war we find him serving as first Lieutenant of the Penelope, of 32 guns, at Jamaica. In that ship he assisted at the capture of the Inconstante frigate and Gælon corvette, both of which Lieutenant Malcolm conducted to Port Royal in safety. He also commanded the boats of the Penelope in several severe conflicts, and succeeded in cutting out many vessels from the ports of St. Domingo.

Our officer subsequently joined the Europa, of 50 guns, bearing the flag of Rear-Admiral Ford, by whom he was made a Commander into the Jack Tar, April 3, 1794; and upon Cape Nichola Mole being taken possession of by the British, at the invitation of the French royalists, he had the direction of the seamen and marines landed to garrison that place †.

Soon after his return to England, Captain Malcolm was advanced to post rank, by commission dated Oct. 22, 1794; and on the 14th of the following month appointed to the Fox frigate. In Feb. 1795, he escorted a fleet of merchantmen to

* Sir Thomas Pasley, the fifth son of the above-mentioned James Pasley, of Craig, Esq., by Magdalene, daughter of Robert Elliott, of Middleholm-mill, Roxburghshire, Esq., after serving near half a century with high reputation, was promoted to a flag, and commanded a division of Earl Howe's fleet in the memorable battle of June 1, 1794; on which occasion he lost a leg, as will be seen in our memoir of Sir W. Johnstone Hope. He was soon afterwards created a Baronet, with particularly flattering marks of his Sovereign's approbation. Sir Thomas died an Admiral of the White, Nov. 29, 1808.

† See p. 505.

the Mediterranean; after which he went to Quebec, and subsequently served in the North Sea. We next find him proceeding with a convoy to the East Indies, on which station he captured la Modeste of 20 guns.

Towards the latter end of 1797, the Fox was employed in the China Seas, under the orders of the late lamented Captain Edward Cooke of the Sybille; and the following account of their proceedings will shew that those frigates were particularly active during their continuance on that station:

On the 5th Jan. 1798, they sailed from Macao Roads, and proceeded towards Manilla, for the purpose of attempting to cut out from under the batteries of that place the Rey Carlos, of 800 tons, belonging to the Spanish company, and the Marquesetta, an Amoy trader, reported to have on board 500,000 dollars. On the 12th they captured a small coaster from Manilla, which was permitted to proceed on her voyage after having taken out of her about 5,000 dollars. From this vessel intelligence was obtained of a Spanish squadron, consisting of four sail of the line and the same number of frigates, being in Cavita, but that one only of each class was ready for sea. Measures were now adopted for disguising the Sybille and Fox, which perfectly succeeded. On the afternoon of the 13th they passed the island of Corrigidore under French colours, and anchored as necessity made expedient. At 10 A. M. on the following day, the Fox being a-head of her consort, working up Manilla Bay towards the town, then distant nearly three miles, and the road of Cavita open, a boat came along-side with an officer, to enquire who the strangers were, and from whence they came. In answer to this interrogatory, Captain Malcolm, through the medium of his pilot, Mr. Bernard, who was conversant with the French and Spanish languages, informed him that the frigates belonged to Monsieur Serci's *

* M. de Serci, a pupil of the famous de Suffrein, already alluded to at p. 421 *et seq.*, at this time commanded that part of the republican marine employed in the Eastern hemisphere, and was esteemed the most active and distinguished officer in the French service. Himself and Captain Edward Cooke were afterwards opposed to each other in Balasore Roads. The French commander was killed outright, and our brave countryman was so dreadfully wounded that he died soon after. An account of the action between the Sybille and her opponent, la Forte, will be given under the head of Captain LUCIUS HARDYMAN, in our next volume.

squadron; that they had been cruizing on the coast of China, but that their crews being sickly they were come to Manilla for refreshment, and to form a junction with the Spanish squadron, a part of which it was hoped would accompany them to sea. The Don hereupon replied, that he was directed by the Governor to acquaint them that their wants should be supplied, but that he believed it would be impossible to get any of the ships ready in less than two months, as they were in want of every article of equipment, and their crews likewise sickly. Captain Cooke now arrived on board the Fox, and was introduced by Captain Malcolm as his Commodore Citoyen la Tour. After nearly an hour's instructive conversation with their friend, who opened his heart most freely on every subject, and drank to their joint success against the English, other boats were observed coming from the shore; and there being no further information to be gained from him, he was made acquainted with his true situation, and had nearly fainted with astonishment; but a bumper of Madeira, and the promise given him by the British Captains that he should not be detained a prisoner, had the effect of composing him.

In the second and third boats were the Governor's nephew and Don Alava, the Admiral's *aid de camp*. They brought compliments of congratulation on the arrival of the frigates; and information that launches were getting ready, with anchors and cables, to assist them into port; these officers were of course invited to join their countryman in Captain Malcolm's cabin; and their astonishment at what they there learnt may readily be conceived.

The English seamen now exchanged clothes with the crews of the Spanish boats; in which, and in others belonging to their own ships, they proceeded to take possession of three gun-vessels, lying just without the river leading to the town; which was done without opposition, the enemy being lost in wonder. The prizes mounted one long gun of large calibre, and four swivels each; rowed 88 oars; and had on board 152 officers and men. This transaction being perceived from the shore, and thought rather unaccountable, a fourth boat was sent off with the Captain of the port, to know why the others were detained; and to say that, if they were not

immediately restored, the authorities in the town would consider the frigates as enemies, and act accordingly.

In order to account for the Sybille and Fox remaining so long stationary, it is here necessary to observe, that the weather had been perfectly calm for some time previous to the arrival of this messenger; but now a breeze sprang up, that facilitated the discovery of their true character, and prevented further proceedings in that neighbourhood *. The whole of the Spanish officers and men, in number about 232, after being regaled, the former with a dinner at Captain Malcolm's table, the latter with fresh China beef and grog, were therefore allowed to depart in the four boats, about 4 P. M., which they did in very good humour; and there can be no doubt that the kind usage they received while on board the Fox, and the circumstance of being permitted to go on shore without parole or restriction of any sort, had the effect of impressing upon their minds, and the natives in particular, a high idea of British generosity.

On the morning of the 15th, the Sybille and Fox, having anchored during the preceding night off the island of Corrigidore, again weighed and steered for the settlement of Sambangen on the island of Majindinao, which they purposed laying under contribution for wood, water, and refreshments. The Sybille towed one of the prize gun-vessels, and the Fox the others †. At day-light on the 22d, being within a few

* From the information afforded by the Spanish officers, it appeared that the Rey Carlos was in the Cavita, and most likely aground there; and that the Marquesetta had relanded her money in consequence of a suspicious ship, since ascertained to have been the ill-fated Resistance, having appeared off the islands some days before. Hence the most lucrative part of the enterprise was frustrated; but the other was completely accomplished, that is, correct information of the naval force possessed by the enemy in that quarter.

The Resistance, commanded by Captain Edward Pakenham, was destroyed by fire in the Straits of Banca, on the 24th July following; on which melancholy occasion 332 persons perished.

† One of the gun-vessels, commanded by Lieutenant Rutherford of the Fox, broke adrift in a heavy squall on the night of the 19th. Captain Malcolm instantly brought to, and continued to fire guns and show lights till the morning; but as she was never afterwards heard of, it is supposed that she filled and foundered. By this unfortunate accident the Fox, in addition to her Lieutenant, lost a Midshipman and 12 men.

miles of the place, they hoisted Spanish colours and stood towards the anchorage; but unfortunately the former ship took the ground, and the wind dying away prevented the latter approaching sufficiently near to the fort, the strength of which proved to be much greater than had been anticipated. Captain Malcolm, however, brought up, and sustained the enemy's fire for a considerable time. At 10 A. M. a breeze came fresh from the land, and drove the Fox off the bank on which she had anchored. The Sybille had previously floated, but owing to the tide, could not gain her station. About noon the wind became more favourable, and both ships stood for the anchorage, Captain Cooke leading and firing on two batteries to the westward, as he passed on to the attack of the fort. The Fox was on this occasion opposed to the westernmost battery, mounting about 14 guns, from which the enemy returned a well-directed fire. Captain Malcolm at length perceiving that the ships, in persevering to silence the forts, must inevitably receive considerable damage, and knowing it was Captain Cooke's intention that the small-arm men and marines should land under his directions, ordered the boats of the Fox to be manned, and being joined by those of the Sybille, pulled towards the shore for the purpose of storming the enemy's works. Unfortunately his own boat was swamped by a shot; but being in shoal water, he got the men out of her, and after forming his party on a sand bank, endeavoured to push to the main land. This attempt, however, was found to be impracticable, in consequence of the great depth of water inside the bank, and a strong body of the enemy being drawn up ready to oppose him. He therefore reluctantly re-embarked, and was towed back to the ships by the gun-vessels, commanded by Lieutenants Kennedy and Elphinstone, which had been sent in to cover the landing *.

On his return to the Fox, Captain Malcolm found her still in action with the enemy, whose fire continued brisk and well-directed; and being certain that the Commodore would

* Lieutenant Elphinstone of the Fox, was the same officer who afterwards commanded the Greyhound frigate, and distinguished himself in an action with a Dutch squadron, the particulars of which will be given under the head of Sir E. THOMAS TROUBRIDGE, in our next volume.

discontinue the attack when informed that the attempt to effect a landing had failed, he ordered the cable to be cut, not wishing to expose his men at the capstern; and on reaching the Sybille, found her also under weigh. Both ships then retired to a suitable distance, for the purpose of repairing the damage they had sustained in their hulls, sails, and rigging. The Fox on this occasion had 4 men killed, and 17 wounded. The Sybille 2 killed, and 1 wounded.

From Sambangen, our officers proceeded to Pollock Bay, situated to the northward of Majindinao, where the Fox completed her water; and the Sybille's boats were in the river for their last trip, when at 7 A. M. on the 31st Jan., they were attacked by the armed Illanois, from ambush among the mangroves. Lieutenant Majeur, who commanded the party, made his escape to the beach, and was fortunately seen from the ships. Captain Malcolm immediately manned his boats, and on reaching the shore joined Captain Cooke, with whom he marched through the woods to the boats, which were found aground; two of their men lying dead, and ten absent, of whom no intelligence could be obtained at the moment, although they were some months after recovered, through the good offices of the Sultan of Mindanao, at which place the ships touched on their return to China, after destroying the villages and cutting down the trees in the neighbourhood where this outrage was committed.

We find no further mention of the subject of this memoir until June 18, 1798, on which day he was appointed to command the Suffolk, of 74 guns, bearing the flag of the late Vice-Admiral Rainier, Commander-in-Chief in the Indian Seas. He afterwards removed with the same officer into the Victorious, another third rate, and continued to serve as his Flag-Captain during the remainder of the war*.

* In 1797, the Duke of Wellington, then Colonel Wellesley of the 33d regiment, took a passage with Captain Malcolm, in the Fox, from the Cape of Good Hope to Bengal. Three years afterwards, when the same distinguished officer was nominated to the command of a body of troops intended to attack the isle of France, he embarked on board the Suffolk; but in consequence of counter orders from England, the army intended for that enterprise went to Egypt by the way of the Red Sea, under the present Sir David Baird.

On her passage to Europe in 1803, the Victorious was found to be in so bad a state, that on encountering a gale of wind in the Bay of Biscay, it was with the utmost difficulty she could be kept afloat till she reached the Tagus, where she was run on shore and broke up. Captain Malcolm, with his officers and crew, returned to England in two vessels hired at Lisbon for their conveyance.

In Jan. 1804, we find him commanding the Royal Sovereign, a three-decker, in which ship he proceeded to the Mediterranean; and on his arrival, removed into the Kent, of 74 guns, attached to the fleet under Lord Nelson. In the ensuing summer he joined the Renown, a vessel of similar force.

Captain Malcolm's next appointment was March 16, 1805, to the Donegal, another third rate, the command of which he retained during a period of six years. In that ship he accompanied his gallant chief in the memorable pursuit of the combined squadrons of France and Spain to the West Indies *;

* On the 19th Jan. 1805, Lord Nelson, then off the coast of Sardinia, received the long-hoped-for intelligence of the departure of the French fleet from Toulon, which port he had watched with the greatest patience and perseverance ever since the renewal of hostilities in 1803. Believing Egypt to be their destination, he proceeded thither, but without meeting with the object of his pursuit. Returning from thence towards Malta, he learnt that the enemy, having been dispersed in a heavy gale, had put back; and on the 27th Feb. the British squadron anchored in the Gulf of Cagliari. From this period nothing material occurred until the 4th April; when being on his way from the coast of Spain to his old station off Toulon, Lord Nelson met the Phœbe frigate, with news that M. Villeneuve had put to sea a few days before with ten ships of the line, seven frigates, and two brigs; and that when last seen, they were steering towards the coast of Africa. On the 16th a neutral gave intelligence that the enemy had been seen off Cape de Gatte; and it was soon after ascertained that they had passed the Straits of Gibraltar. In spite of every exertion which could be made, his Lordship did not get in sight of the rock till the 30th; and the wind was then so adverse, that it was impossible to pass the Gut. He therefore anchored in Mazari Bay, on the Barbary shore; obtained supplies from Tetuan; and when, on the 5th May, a breeze sprang up from the eastward, sailed once more, hoping to hear of the foe from Sir John Orde, who commanded off Cadiz; or from Lisbon. In this respect he was not disappointed. John Campbell, at that time an Admiral in the Portuguese service, the same gentleman who had given important tidings to Earl St. Vincent of the movements of that armament from which he won his title, again gave timely and momentous intelligence to the flag of his native Sovereign. He went on board

and on his return from thence to the Channel, was sent under

the Victory, and communicated to Lord Nelson his certain knowledge that the combined French and Spanish squadrons were bound for the West Indies. Hitherto all things had favoured the enemy. While the British commander was beating against contrary gales, they had had a fair wind from the N. E., and had done in nine days what he was a whole month in accomplishing. M. Villeneuve, finding the Spaniards at Carthagena were not in a state of equipment to join him, dared not wait, but hastened on to Cadiz. Sir John Orde necessarily retired at his approach. Admiral Gravina, with six Spanish ships of the line, and two French, came out to him, and they sailed without a moment's loss of time. They had about 4,500 troops on board: 600 were under orders expecting them at Martinique, and 1000 at Guadaloupe. The combined fleets now consisted of eighteen sail of the line, seven large frigates, and four smaller vessels, to which two French line-of-battle ships, and one of 44 guns, were afterwards added. Nelson pursued them with the following vessels: Victory, 100 guns, bearing his Lordship's flag, and commanded by Captain Thomas Masterman Hardy; Canopus, 80, the flag-ship of Sir Thos. Louis, commanded by Captain F. W. Austen; Superb, 74, Captain Richard Goodwin Keats; Spencer, 74, Hon. Robert Stopford; Belleisle, 74, Captain William Hargood; Conqueror, 74, Captain Israel Pellew; Tigre, 80, Captain Benjamin Hallowell; Leviathan, 74, Captain Henry William Bayntun; Donegal, 74, Captain Pulteney Malcolm; Swiftsure, 74, Captain William Gordon Rutherford; and the Amazon, Amphion, and Decade frigates.

The enemy had thirty-five days' start; but Lord Nelson calculated that he should gain eight or ten days upon them by his exertions. He reached Madeira, May 15, and on June 4th arrived at Barbadoes, whither he had sent despatches before him, and where he was joined by Rear-Admiral Cochrane with two ships of the line. He found here also accounts that the combined fleets had been seen from St. Lucia on the 28th of the preceding month, standing to the southward, and that Tobago and Trinidad were their objects. This his Lordship doubted; but yielded his opinion with these foreboding words:—"*If your intelligence proves false, you lose me the French fleet.*" After taking on board 2000 troops under Sir William Myers, he immediately sailed for Tobago. At that island accident confirmed the false intelligence which had, whether from intention or error, misled him. A merchant, in the general alarm, not knowing whether this fleet was friend or foe, sent out a schooner to reconnoitre, and acquaint him by signal. The signal which he had chosen happened to be the very one which had been appointed by Colonel Shipley of the engineers, to signify that the enemy were at Trinidad; and as this happened at the close of day, there was no opportunity of discovering the mistake. An American brig was met with about the same time; the master of which, with that propensity to deceive the English and assist their enemies in any manner, which has been but too common among his countrymen, affirmed that he had been boarded off Grenada a few days before by the French, who were stand-

Sir Robert Calder to reinforce Vice-Admiral Collingwood off

ing towards the Bocas of Trinidad. This fresh intelligence removed all doubts. The ships were cleared for action before day-light, and entered the Bay of Paria on the 7th, hoping and expecting to make the mouths of the Orinoco as famous in the annals of the British navy as those of the Nile. Not an enemy was there; and it was discovered that accident and artifice had combined to lead them so far to leeward, that there could have been little hope of fetching to windward of Grenada for any other fleet. Nelson, however, with skill and exertions never exceeded, and almost unexampled, stood for that island.

Advices met his Lordship on the way, that the combined fleets, having captured the Diamond Rock, were at Martinique on the 4th, and expected to sail that night for the attack of Grenada. On the 9th he arrived off that island; and there learnt, that they had passed to leeward of Antigua the preceding day, and taken a homeward bound convoy. Had it not been for false information, upon which Nelson had acted reluctantly, and in opposition to his own judgment, he would have been off Port Royal just as they were leaving it, and the battle would have been fought on the spot where Rodney defeated de Grasse. But as it was he had saved the colonies, and above two hundred vessels, laden for Europe, which would else have fallen into their hands; and he had the satisfaction of knowing that the mere terror of his name had effected this, and put to flight the allied enemies, whose force nearly doubled that before which they fled. That they were flying back to Europe he believed, and for Europe he steered in pursuit on the 13th, having disembarked the troops at Antigua, and taking with him the Spartiate, of 74 guns, the only addition to the squadron with which he was chasing so superior a foe. Five days afterwards a frigate brought intelligence, that she had spoke a schooner, which had seen them on the evening of the 15th steering to the northward. From that time no further tidings were obtained of the fugitives until July 25th; when being in the neighbourhood of Tetuan, at which place he had again touched for supplies, his Lordship was informed that they had been met with on the 19th, and were still holding the same course. He then proceeded off Cape St. Vincent, rather cruizing for intelligence than knowing whither to betake himself. Still persevering, and still disappointed, he returned near enough to Cadiz to ascertain that they were not there; traversed the Bay of Biscay; and then, as a last hope, stood over for the N. W. coast of Ireland, against adverse winds, till on the evening of Aug. 12, he heard that they had not been seen in that quarter. Frustrated thus in all his hopes, after a pursuit, to which, for its extent, rapidity, and perseverance, no parallel can be produced, he judged it best to reinforce the Channel fleet with his squadron, lest the enemy should form a junction with the ships at Ferrol and Rochefort, and then bear down upon Brest with their whole collected force. He accordingly joined Admiral Cornwallis off Ushant on the 15th, and leaving the remainder of his squadron with that veteran commander, returned to Portsmouth with the Victory and Superb.

Cadiz, on which station we find him at the period when Nelson arrived from England to resume his former command.

On the 17th Oct. 1805, four days previous to the decisive battle of Trafalgar, the Donegal being short of water, and, in consequence of the extraordinary length of time she had been kept at sea, greatly in need of a refit, was ordered to Gibraltar. On the 20th, Captain Malcolm received information that the enemy's fleets were quitting Cadiz. His ship was then in the mole nearly dismantled; but, by the greatest exertions, he succeeded in getting her out before night, and on the 23d joined Vice-Admiral Collingwood in time to capture El Rayo, a Spanish 3-decker, forming part of the division under Admiral Gravina, which on its return to port after the battle just alluded to, had been immediately ordered to sea again for the purpose of attempting the rescue of some of the disabled prizes.

The following article, extracted from the *Gibraltar Chronicle* of Nov. 9, 1805, will convey to our readers a better idea of the efforts of Captain Malcolm, and those under his command, at that memorable epoch, than any other statement thereof we have ever met with:

"All the Spanish prisoners who have been brought to this place, to the amount of upwards of 3,000, have been sent to Spain, except one wounded officer now in the Hospital, who earnestly requested to remain under the care of the English surgeons till his wound was cured. We have also the pleasure to learn that the Spaniards, since their return to Spain, have universally expressed the liveliest sense of gratitude for the generosity and humanity they universally experienced whilst they were prisoners on board the different ships; where it seemed to be the study of the conquerors to make them forget their misfortunes. Indeed our Navy well deserve this tribute of applause from their enemies. Upwards of 100 of our gallant seamen perished in the gale of wind after the action, in their generous efforts to save the prisoners out of the different prizes. To record the numerous and singular exertions that were made on this occasion by all the ships of the fleet, would far exceed the limits prescribed to us; we cannot however pass over in silence the heroic conduct of Captain Malcolm and his ship's company in the Donegal, who, at the imminent hazard of being totally lost, rescued hundreds of the enemy from a watery grave. During the violence of the gale, when she was riding at anchor near the Berwick, then in possession of the English, some of the French prisoners on board, in a fit of frenzy, cut the cables of the Berwick, by which means she immediately drove towards the rocks of St. Lucar, then to leeward,

where there was hardly a chance of a man being saved. In this situation, Captain Malcolm without hesitation ordered the cables of the Donegal to be cut, and stood after the Berwick, giving orders for the boats to save all the wounded Frenchmen before they brought away the English: these were punctually obeyed; the English were next removed; but before the boats could return, the Berwick struck upon the shoals, and every soul on board perished, to the number of 200. The wounded seamen who were saved were supplied with cots and bedding, which had been prepared for our own sick and wounded; and after being treated with every kindness and mark of attention, they were sent into Cadiz with a flag of truce with the cots and bedding on which they had been placed, that they might suffer as little pain and inconvenience in their removal as possible. The other instance we shall notice, is as follows: On the 26th Oct., whilst the Donegal was at anchor off Cadiz in a violent gale of wind, with upwards of 600 prisoners then on deck, an unfortunate Spaniard fell overboard; notwithstanding the sea was then running so high, they had not ventured to hoist a boat out for twelve hours before, two seamen of the Donegal jumped overboard in hopes of saving his life, to the admiration of the Spaniards, who were lost in astonishment at so daring an act. The poor man however sunk, and was drowned, just as one of the English seamen, Joseph Thompson, had about got hold of him. A boat was immediately hoisted out, and fortunately the two gallant fellows were got safe on board. We are happy to find that the uncommon exertions which we were all witness to of Captain Malcolm and his gallant crew, to get his ship ready for sea, on their receiving intelligence of the enemies' fleets having left Cadiz, has not been entirely unrewarded. The Donegal, it will be recollected, sailed from this on the 22d, having her fore-yard towing alongside, and with great difficulty passed the Straits that night, every other vessel that attempted it being foreed to return. On the following day they had the good fortune to capture El Rayo of 100 guns, which had lost her main-mast, and was at anchor near Cadiz. The Spaniards did not attempt to fire, as the Donegal was brought to anchor in so advantageous a position across her bow, that any resistance on the part of El Rayo in her crippled state would have been unavailing, and a wanton sacrifice of lives, without a chance of success. The Donegal afterwards, during the storm, repeatedly examined the whole coast between Lagos Bay and Cadiz, to assist any vessels she might find in distress; and besides the number of lives she had saved, she was fortunate enough to bring in the Bahama, one of the finest of the line-of-battle ships in the Spanish navy, which she discovered near St. Lucar deserted. The Donegal lost an officer, Mr. Fourneaux, of Marines; a Master's Mate, Bell; the Carpenter, Ellis; and 25 men, on board El Rayo."

It is almost unnecessary to state that Captain Malcolm's conduct obtained the unqualified approbation of Nelson's worthy successor.

The Donegal continued off Cadiz under the orders of Sir

John T. Duckworth until towards the close of 1805, when she accompanied that officer to the West Indies in quest of a French squadron that had sailed for that quarter. The result of the battle fought off St. Domingo, Feb. 6, 1806, is well known, and has already been related in this volume *. The loss sustained by the Donegal on that occasion amounted to 12 men killed and 33 wounded. After the battle she proceeded with the prizes to Port Royal, Jamaica, and from thence to England. On the passage home the ships were dispersed in a heavy gale of wind. Captain Malcolm, however, knowing the defective state of one of the prizes, le Brave, of 74 guns, kept close to her, and fortunate it was he did so; for on the weather moderating, he found that in addition to the loss of all her masts, she had ten feet water in the hold. Seeing that there was no prospect of preserving her from foundering, he determined upon removing her crew, a service attended with very great risk, on account of the heavy sea then running; but which was at length happily effected, and the ship abandoned to her fate.

Previous to their quitting the Donegal, General Carmichael and several other military officers who had been passengers on board le Brave, addressed a letter to Captain Malcolm, of which we believe the following to be a correct copy:

"H. M. S. Donegal, April 30, 1806.

"Sir,—The gentlemen who were passengers in his Majesty's late Ship Brave, feel it a duty incumbent on them to express their most grateful thanks for being under Providence rescued by you from the impending fate of shipwreck in the midst of a tempestuous ocean, after the strenuous endeavours of Captain Boger, his officers, and exhausted crew, had been rendered abortive, and which must inevitably have terminated in a lamentable event, had it not been for that energy and perseverance which has distinguished your character not less in the professional avocations of your country's glory than active humanity in relieving those in distress, and from which you were not to be restrained by perils and fatigue.

"In offering this tribute we are fully confident of the heartfelt gratification that must reward a benevolent mind on those occasions which have recently occurred in your arduous service.

"We beg also to acknowledge our warm sense of the hospitality and kindness we have experienced from you and the officers of the Donegal, which with their unprecedented and humane exertions has made an

* See pp. 261, 346.

impression that will ever be retained in lively remembrance. We have the honor to be, with the highest sentiments of esteem, &c. &c. &c.

(Signed) "H. Lyle Carmichael; J. Twigg; Jno. P. Nugent; Robt. Pringle; Wm. Ashley; Val. Ravenscroft.

"To Pulteney Malcolm, Esq.
H. M. S. Donegal."

On his arrival in England Captain Malcolm was honored with a gold medal, for his conduct in the action off St. Domingo; and in common with the other officers of the squadron, received the thanks of both Houses of Parliament. He was also presented by the Committee of the Patriotic Fund with a vase value one hundred pounds *.

In the summer of 1808, we find our officer escorting the army under Sir Arthur Wellesley from Cork to Portugal. Some days after the arrival of the transports in Mondego Bay, the troops were all landed in safety, notwithstanding a heavy surf; the same good fortune attended Captain Malcolm's exertions in disembarking the various reinforcements which afterwards arrived; and there can be no doubt that the extraordinary efforts he made on those occasions, and for which he received the warm approbation and thanks of Sir John Moore and Sir Arthur Wellesley, contributed to the happy commencement of those glorious successes which afterwards attended the British arms in the Peninsula.

The Donegal was subsequently attached to the Channel fleet, at that time commanded by Lord Gambier; and after the memorable discomfiture of the French ships in Aix Roads, April 11 and 12, 1809, Captain Malcolm was entrusted with the command of a squadron sent on a cruize, during which,

* It may not be amiss in this place to remark, that from the renewal of the war in the spring of 1803, to the period when she arrived at Jamaica, after the above battle, the Donegal had been almost constantly at sea. Under her former commander, Sir Richard J. Strachan, she was principally employed in the blockade of Cadiz and Toulon; under Captain Malcolm she twice visited the West Indies; and from the day he joined her to that on which she entered Port Royal with the prizes, including a space of eleven months, was only at anchor 15 days, and then merely for the purpose of receiving supplies.

however, nothing particular occurred *. We next find him commanding the blockade of Cherbourgh, on which station the ships under his orders captured a number of French privateers; and on one occasion drove two frigates on shore near Cape la Hogue; but the protection afforded them by the batteries rendered it impossible to attempt their destruction with any probability of success †.

On the Donegal being paid off in 1811, Captain Malcolm was appointed to the Royal Oak, a new 74, in which he continued off Cherbourgh until March 1, 1812, when he removed into the San Josef, 110 guns, as Captain of the Channel fleet under Lord Keith, which honorable post he held, occasionally commanding a detached squadron, until June 1, 1814, when he hoisted his flag ‡ in the Royal Oak, and proceeded with a body of troops under Brigadier-General Ross, from Bourdeaux to North America.

Soon after his arrival in that quarter, our officer accompanied Sir Alexander Cochrane on an expedition up the Chesapeake, and regulated the collection, debarkation, and re-embarkation of the troops, &c. employed against Washington and Baltimore §; a service requiring indefatigable efforts, and which he performed in a manner that called forth the warmest acknowledgments of the Commander-in-Chief.

An account of the attempt made upon New Orleans, in the months of Dec. 1814 and Jan. 1815, by the naval and military forces under Sir Alexander Cochrane and Major-General Pakenham, will be found under the head of Sir Edward Codrington. On that occasion the subject of this memoir superintended the disembarkation of the army, and the various services performed by the boats in conjunction with it. The manner in which he executed these duties may be gathered from the official despatches relative to that event, wherein Sir Alexander says, "it is a duty that I fulfil with much

* The Donegal had previously assisted at the destruction of three French frigates in the Sable d'Olonne. She was commanded on that occasion by Captain Peter Heywood, Captain Malcolm being absent attending a court-martial.

† See Captain CHARLES GRANT, in our next volume.

‡ Captain Malcolm was nominated a Colonel of Royal Marines, Aug. 12, 1812; and advanced to the rank of Rear-Admiral, Dec. 4, 1813.

§ See p. 524, *et seq.*

pleasure, assuring their Lordships that Rear-Admiral Malcolm's zeal and exertions upon every occasion, could not be surpassed by any one." Our officer was afterwards employed at the siege of Fort Boyer, on Mobile point, the surrender of which by capitulation on the 14th Feb., terminated the war between Great Britain and the United States of America.

At the extension of the Order of the Bath into three classes, Jan. 2, 1815, Rear-Admiral Malcolm was nominated a K. C. B.; and upon his arrival in England, hostilities against France having been renewed in consequence of the return of Napoleon Buonaparte from Elba, he was appointed Commander-in-Chief of the naval force ordered to co-operate with the Duke of Wellington and the allied armies, on which service he continued till after the final restoration of the Bourbons.

Sir Pulteney Malcolm struck his flag Sept. 26, 1815; and a few days afterwards had the gratification of receiving the following letter from the Duke of Wellington, with whom, as we have already shewn in the course of this memoir, he had been on four occasions associated in the public service *.

"*Paris, Sept.* 30, 1815.

"Sir.—I have received your letter, in which you have informed me of your return to England. I beg leave to return you my best thanks for the cordial and useful assistance I have invariably received from you in all the situations in which we have been placed together, and to assure you that it will always give me the greatest satisfaction to be placed in a situation to be in communication on service with you.—I have the honor to be, Sir,

"Your most obedient humble servant,

"WELLINGTON.

"*Admiral Sir P. Malcolm.*"

Sir Pulteney's last appointment was to the important office of Commander-in-Chief on the St. Helena station, where he continued from the spring of 1816, until towards the latter end of the following year. His advancement to the rank of Vice-Admiral took place, July 19, 1821. He married Jan. 18, 1809, Clementina, eldest daughter of the Hon. William Fullarton Elphinstone, a Director of the East India Company; niece of Admiral Viscount Keith, and cousin of the Hon. Vice-Admiral Fleeming.

Country Seat.—Irvine, Dumfrieshire.

* See pp. 588, 595.

REAR-ADMIRALS OF THE RED.

WILLIAM NOWELL, Esq.

This officer, the second son of the late Cradock Nowell, of Tee-Maur, Nottage, Glamorganshire, Esq., and nephew of the late Rev. Dr. Nowell, thirty-seven years Principal of St. Mary's Hall, Oxford, entered the naval service in 1769, on board the St. Antonio, of 60 guns, commanded by Captain Clark Gayton; and continued to serve in different ships until 1776, when he was promoted by his patron, (at that time Commander-in-Chief at Jamaica*,) to the rank of Lieutenant, and appointed to the Badger sloop, the boats of which vessel he commanded at the capture of fifteen sail of French merchantmen, laden with warlike stores, near Hispaniola, and two American brigs from under the guns of the fort at the entrance of Cape François.

The Badger returned to England in April, 1777, and Lieutenant Nowell soon after exchanged into the Resolution, of 74 guns, commanded by Sir Chaloner Ogle, and at that time stationed on the coasts of Spain and Portugal for the purpose of intercepting vessels belonging to the revolted colonies. She was subsequently attached to the Channel fleet, under the Admirals Keppel, Hardy, Darby, Digby, and Kempenfelt, until the latter end of 1779, when she accompanied Sir George B. Rodney to the relief of Gibraltar; and was consequently present at the capture of the Caracca convoy, and the discomfiture of Don Juan de Langara, Jan. 8 and 16, 1780†.

* Captain Gayton became a Rear-Admiral Oct. 18, 1770; was made a Vice-Admiral Feb. 3, 1776; and immediately afterwards appointed to the chief command at Jamaica. Returning from thence in the Antelope, he fell in with a large ship, which was at first mistaken for an enemy, and preparations made to receive her accordingly, though of force infinitely superior to the Antelope. The Vice-Admiral, though so extremely infirm as to be almost unable to walk, came upon the quarter-deck, and after concisely exhorting his crew to behave like Englishmen, told them, that for his part, "he could not stand by them, but he would sit and see them fight as long as they pleased." This gallant officer died at Farehum, in 1787.

† See Note † at p. 3.

On the former occasion, the St. Firmin, of 16 guns, and six sail of transports, were taken possession of by Lieutenant Nowell.

In the action with the Spanish squadron, the Resolution got along-side of the Princessa, a 70-gun ship, and in 40 minutes compelled her to surrender *. The sea at this time ran so high that Lieutenant Nowell, who had been ordered by Sir Chaloner Ogle to take charge of the prize, was knocked down several times by the cut rigging, before he could get on board; and the weather continued so tempestuous as to prevent the possibility of removing the prisoners for three days. The situation he found the Princessa in was perilous in the extreme, owing to the injudicious disposal of the powder. Opposite the guns on the upper decks were open racks, capable of containing from twelve to fourteen cartridges each; these he immediately directed to be cleared, and their contents thrown into the sea. On descending to the lower-deck, he observed a train of loose powder, and followed it to the gun-room, where a large hatch that communicated with the magazine, was off; and on entering the latter, the impression of the men employed in filling cartridges during the action, appeared on the surface, the whole being stowed in bulk. The circumstance of the Princessa having escaped the fate of the St. Domingo, can only be attributed to the after-guns not being fired; as it was, repeated explosions on board her were observed from the Resolution: and of near 200 men whom Lieutenant Nowell found killed, wounded, and blown up, the greater part appeared to be of the latter description.

It was three weeks after the action before Lieutenant Nowell was enabled to anchor at Gibraltar, where, in the presence of Sir Chaloner Ogle and Lord Robert Manners, he received the thanks of Commodore Don Manuel de Leon; his Captain, St. Felix; and the officers of the Princessa, for the particular care he had taken to prevent their property being pillaged; and an invitation from the former, a Grandee of Spain, to visit him on the restoration of peace, for the purpose of being introduced to his Monarch.

The Resolution, to which ship Lord Robert Manners had

* The Princessa had previously received the fire of the Bedford and Cumberland 74's, as they passed her.

been appointed on Sir Chaloner Ogle hoisting a broad pendant, formed part of the squadron sent to England with the prizes, under the orders of Rear-Admiral Digby; and on the passage home captured the Prothée, of 64 guns and 700 men, after a close action of 27 minutes, in which the enemy had 97 men killed and wounded. She afterwards accompanied Rear-Admiral Graves to the North-American station*, and from thence proceeded with Sir George B. Rodney to the West Indies.

Early in 1781, Sir George received intelligence of hostilities having taken place between Great Britain and Holland; and immediately proceeded to attack the Dutch settlements in that quarter †. On his arrival off the Bay of St. Eustatia, he made the Resolution's signal to anchor within musket shot of a large frigate ‡ lying there, and oblige her to surrender.

* Previous to the Resolution sailing for America, Lieutenant Nowell distinguished himself by his spirited conduct in quelling a mutiny which had taken place in that ship, the particulars of which are as follow: On ordering the capstern to be manned for the purpose of unmooring, the crew came up one hatchway and went down another, at the same time lowering the ports. This was the first hint the officers received of its existence. On enquiry Lieutenant Nowell learnt that the ringleader was one of the carpenter's crew, and he immediately volunteered to go below and secure him. Accompanied by another officer, Lieutenant Shordich, he went down the after hatchway, and made the men haul up the lower deck ports as he advanced forward to the berth a-breast of the main-mast, where this rascal was haranguing and cheering the men collected about him. Lieutenant Nowell placed a blow under his throat that knocked him backwards over a chest, then seized him, and declared he would run any man or men through who should attempt his rescue. A compromise now took place, on the ship's company promising obedience if their leader was released; but the next day they acted in a similar manner; and it was not until the officers and marines were drawn up under arms, and about to attack them, that they proceeded to get the ship under weigh, even then declaring they would surrender to the first French man-of-war they were laid alongside of. To this threat Lord Robert Manners replied, 'I will take care you shall be placed close enough.' Their only plea for these acts of insubordination appears to have been a draught of men lately received on board, one of which was the carpenter already alluded to, had not received their advance. No doubt they had been tutored to this before they joined the Resolution, as they declared they had no complaint to make against any officer in the ship. This batch of villains were sent into the Port-Admiral's ship at Plymouth, and nothing mutinous took place afterwards.

† See note, at p. 127. ‡ The Mars, of 38 guns and 300 men.

Lord Robert Manners * supposing that Count Byland, who commanded her, knew nothing of the war, sent Lieutenant Nowell on board to inform him. The Count appeared greatly surprised at the information, and at first considered it as a jest; but being undeceived, he said, that it was the second time he had been placed in a like situation, and that he was determined to fight his ship as long as she would swim. Lieutenant Nowell, however, assured him that resistance would not avail; and remarked that the Count would be blamed for the useless sacrifice of lives that must ensue. Being at length convinced of his error, he intimated that he would not strike until he had discharged his guns; whereupon our officer desired permission to see that they were pointed clear of the British ships, and their coins and beds taken out, saying that in such case he would communicate the Count's wishes to Lord Robert Manners, and if approved of, the Resolution would fire a gun clear of him, when he might discharge his broadsides. To this the Dutch commander assented, and on Lieutenant Nowell's return to the Resolution, he was desired to proceed with the affair according to his own arrangement, which had no sooner been carried into effect than two other line-of-battle ships, the Gibraltar and Prince William, opened their fire on the Dutch frigate, whose crew very prudently went below, and thereby avoided the slaughter which such a precipitate act would otherwise have occasioned. The ship, however, sustained so much damage thereby, that it took Lieutenant Nowell many days, with the carpenters and best seamen from the Resolution, to set her to rights.

After the surrender of the Dutch colonies of St. Eustatia, St. Martin's, &c., our officer was appointed to the Swallow sloop, in which vessel he returned to England for the purpose of joining Sir Chaloner Ogle; but on his arrival, in the summer of 1781, finding that that officer was not likely soon to hoist his flag, he obtained an appointment as first Lieutenant of the Hercules, 74, in which ship he again visited the West Indies, and had the good fortune to contribute very materially towards the defeat of Count de Grasse, in the battles of April 9 and 12, 1782 †.

* Sir Chaloner Ogle had recently returned home, being promoted to a flag.

† See note, p. 35, *et seq.*

The Hercules, on the latter day, ranged the whole of the enemy's line fromvan to rear, and was the fifth vessel a-head of Sir George Rodney's flag ship, the Formidable, when engaging the French Admiral. Lieutenant Nowell, whose station was on the quarter-deck, received his gallant Captain's * orders to reserve a full broadside for the Villé de Paris, and not to fire until fairly alongside of her. These orders were so punctually obeyed, that half a minute did not elapse between the firing of the first and last gun; the two ships were at this time not more than 50 yards apart: fortunately the Hercules received but a few shot in return from her mighty adversary. When alongside the French Admiral's second a-stern, Captain Savage received a severe wound, which obliged him to quit the deck; but before he was carried below, he requested his first Lieutenant to keep the ship close to the enemy, and on no account to strike the colours; to which Mr. Nowell replied, that two ensigns were flying, one at the staff, another at the mizen-peak; the former nailed, and the halliards of the latter so belayed that it could not be hauled down.

From this period the Hercules was most ably manœuvred by Lieutenant Nowell, whose gallant conduct excited general admiration. Her loss amounted to 7 men killed, and 19 wounded; and the damage she sustained in her masts, sails, and rigging, was greater than that of any other ship in the British fleet, the Duke alone excepted. It was on this occasion that our officer introduced the mode of loading with two round shot next to the cartridge, and only one wad outside, the advantages of which are very apparent. The outer shot by this means will go to a greater distance than the inner shot when two wads are made use of; and the gun can be loaded with a single motion after spunging. To prevent accident, the shot were besmeared with the blacking supplied for the rigging; and although the officers of the next ship a-stern of the Hercules, affirmed that her sides were in a constant blaze during the action, not a single instance occurred of the powder being ignited when in the act of loading †.

* The present Admiral Savage.

† The celerity with which the Hercules' guns were loaded, was also

The high opinion entertained of Lieutenant Nowell's conduct in the above action, may be inferred from the circumstance of his gallant commander declining to go to sick-quarters until assured by Sir George B. Rodney that no other person should be appointed to act for him during his absence.

Whilst at Jamaica refitting, the Hercules narrowly escaped destruction; and the impending evil appears to have been averted solely through the exertions of the subject of this memoir. Perceiving a large navy store-ship, which lay between the Hercules and the dock-yard, to be on fire, he sent a Midshipman on board her with orders to cut away her anchors, that she might be retained in her situation until scuttled; but some other officers who had arrived to her assistance, thought proper to cut her adrift and tow her towards Port-Royal; the inhabitants of which place cast off her shore-fast, when, with her sails loose and all in flames, she ran a-board the Hercules, giving her the stem at the main-chains. Lieutenant Nowell had previously caused water to be thrown upon his rigging from the engine, and buckets in the tops, and stationed men with spars ready to bear her off. Fortunately the force with which she struck the Hercules caused her to rebound, and her sternway being increased by the assistance of the spars, she drifted a-stern, and crossing the hawse of the Namur went on shore between Fort Augusta and Salt Pan Bay *. Had not Lieutenant Nowell changed the position of the Hercules in the first instance, by heaving her a-head to her anchor, the burning vessel must have fallen athwart her bows; and from the crowded state of the harbour, the destruction of that ship would have been attended by that of many others, particularly of the Duke and Ville de Paris, which were lying close to her †.

The Hercules continued on the West-India station until the peace of 1783, when she returned to England, and was put out of commission. On his arrival in town Lieutenant Nowell

greatly increased by the use of pike-staves fitted as rammers and sponges, in lieu of the unwieldy ones furnished by government. The credit of this invention is due to Admiral Savage.

* Now called Port Anderson.

† The event alluded to above occurred during the night, which may account for a number of men belonging to the Hercules, principally waisters, many of whom had behaved uncommonly well in the late battle, jumping overboard whilst their shipmates were booming off the cause of their alarm.

was introduced by Captain Savage to Lord Rodney, who received him very favorably, and spoke highly of his conduct, but lamented his inability to obtain him that promotion to which he had established so strong a claim *. From this period he remained on half-pay until Jan. 1787, when, at the particular request of Captain (the late Sir Charles) Thompson, he was appointed to the Edgar, of 74 guns, in which ship the Hon. Leveson Gower afterwards hoisted his broad pendant as Commodore of a squadron of evolution.

Our officer's next appointment was in 1790, to the Queen Charlotte, a first rate, bearing the flag of Earl Howe, by whom he was at length promoted to the rank of Commander in the Incendiary; and from that vessel removed into the Woolwich, a 44-gun ship, armed *en flute*. In the following year he obtained the command of the Ferret sloop; and after cruizing for some time in the Channel, was sent to the Jamaica station, where he appears to have been principally employed in convoying vessels laden with provisions, sent by the merchants of Kingston for the relief of the distressed white inhabitants of St. Domingo.

It will be remembered by many of our readers, that at this period (1792) a civil war was carried on in the French part of that fine island, occasioned by the attempts made to deprive the people of colour of their landed and other property, which agreeably to the then existing laws, they were entitled to possess to an unlimited amount. Whenever any prisoners of this description were taken, they were broken on a wheel, decapitated, and sawed in two, and their heads stuck on poles. On one occasion, Captain Nowell, being on his way through the square to the Assembly of Aux Cayes, witnessed some ferocious wretches roasting a Mulatto chief, a man of excellent

* Soon after the battle of the 12th April, 1782, Mr. Nowell was given to understand that Captain Savage was to have the command of Sir George Rodney's flag-ship, the Formidable, and himself to be appointed First Lieutenant, all her former officers of that rank having been promoted. This pleasing prospect was destroyed by the arrival of Admiral Pigot from England to assume the chief command of the fleet. At their interview in London, Lord Rodney reminded Lieutenant Nowell of what his intentions had been towards him; adding, "You shortly afterwards would have been promoted; I am now in the opposition, and have no interest whatever; I cannot get my own son a ship."

character, the proprietor of above half the town, and supposed to be worth a million sterling. The blacks on their part were by no means deficient in cruelty. Captain Nowell, on his return from Aux Cayes, anchored off l'Isle de Vache, for the purpose of obtaining a supply of wood, water, and fruit. The inhabitants of the former place had previously bribed the soldiers, and detached them from their officers. A Colonel, the commander of the troops, in endeavouring to escape, was driven into a cane patch, and there burnt to death. The chief officer of engineers was also overtaken in his flight, but his life was granted him on condition that he would undertake to fortify the town. He had nearly finished the works, and knew that his death would follow their completion; availing himself, therefore, of so favorable an opportunity as the presence of the Ferret afforded him, he came off with his faithful black servant in a canoe, and implored Captain Nowell to save him; his joy on being assured that he would be protected, and restored to his friends at Cape François cannot be described; it drew tears from most of the spectators. The blacks at this time had possession of Fort Louis on the other extremity of the bay, where they kept 80 young French ladies in a state of concubinage; in fact the atrocities committed by all parties, but particularly the French, almost exceed credibility. Our limits will only allow us to add one other instance to those already related:—About 500 blacks had been embarked at Cape Nichola Mole, for the purpose of being landed on the Spanish Main. The wretch to whose care they were confided, and who held the rank of a Lieutenant in the French marine, fell in with some sandy keys at a distance from the coast, landed them with only one day's provisions, and left them there to starve. Some days after they were discovered by a party of Englishmen employed in turning turtle, who immediately returned to Honduras with the information. The humane inhabitants, although poor, sent two brigs amply victualled to their relief, and forwarded those left alive, numbering about 300, to Port Royal, from whence they were sent to Cape François by Admiral Affleck and Governor Williamson, who received many compliments and thanks from the French authorities for their humanity; but no sooner had the English vessels departed, than the poor crea-

tures were placed in a large unoccupied store-house, and every one of them sabred in cold blood *.

The Ferret returned to England towards the latter end of 1792 †; and on the commencement of the war with the French republic, was placed under the orders of Rear-Admiral M'Bride, on the Downs station, where she captured six of the enemy's privateers. For this service Captain Nowell was presented with a handsome piece of plate by the merchants of London. We next find him serving with the Channel fleet under Earl Howe; but being sent to the North Sea previous to the great battle of June 1, 1794, he unfortunately missed that promotion to which, as the senior Commander, he would otherwise have been entitled. His disappointment on that occasion, however, was in some measure compensated by his success in intercepting several vessels laden with upwards of 300,000 quarters of wheat, coming from the Baltic, Holland, &c., bound to France. In the autumn of the same year he was sent, at the request of Earl Howe, to attend upon their late Majesties at Weymouth; and from thence ordered to Ostend, where he met with a serious accident, which compelled him to retire for a time from active service ‡. His advancement to the rank of Post-Captain took

* In our memoir of Admiral Russell, p. 142, *et seq.*, we have already mentioned the case of a British officer, named Perkins, who had been doomed to an ignominious death by the French, under the pretext of having supplied the blacks with arms. We avail ourselves of this opportunity to correct a few passages in that statement: The Ferret, instead of heaving-too off Jeremie Bay, actually entered it, and in consequence of the north wind setting in towards the evening, had some difficulty in working out again to join the Diana. Lieutenant Perkins was not confined in a dungeon on shore, but was kept a close prisoner in a brig of war lying off the town, from whence he was received on board the Ferret. The time fixed for his execution was two days from that of his rescue, and not the next morning, as before stated. The other parts of our statement are, we believe, perfectly correct. Captain Nowell, on landing, was surrounded by at least 300 villains armed with sabres, and together with Lieutenant Godby, who accompanied him, had occasion to keep his hand on his sword during the whole of the conference which took place.

† It is somewhat remarkable, that the Ferret did not bury a man during the twelve months she was employed in the West Indies.

‡ As the paucity of Captain Nowell's services during the late wars may occasion some surprise to those who have perused the preceding part of

place Oct. 24, 1794; and from that date he remained unemployed until the spring of 1803, when he was appointed to the command of the Glatton, of 54 guns, in the Baltic, from whence he returned to England in the ensuing autumn; and on his arrival at Chatham, was ordered to take the command of the Isis, a 50-gun ship then in dock, and to fit her out with the utmost expedition.

The exertions used by Captain Nowell on this occasion are worthy of notice. Notwithstanding he had to fit the ship with new rigging, and but very few seamen among his crew, yet on the ninth day she was taken to the Nore fully equipped and ready for sea. The Isis formed part of the force assembled off the French coast under Lord Nelson, of whom Captain Nowell, with several other officers of the same rank, requested permission to assist in the attack made upon the Boulogne flotilla, but which his Lordship, with his usual consideration, handsomely declined to grant, as in the event of success, their presence would probably have been of some hindrance to the

this memoir, it appears necessary to state the occasion of his secession for awhile from the duties of his profession. During a gale of wind, and when in the act of ascending the side of a cutter lying outside the harbour of Ostend, from which place he was returning, charged with despatches from H. R. H. the Duke of York, the man-ropes slipt through his hands, and he sank between the vessel and his boat. The sea at the time running very high, the next rise brought his head in contact with the under part of the cutter's channel, and deprived him of his senses. In this state he was conveyed to the Ferret; and the necessary precaution of bleeding him having been omitted by the surgeon, a violent fever ensued; on his recovery from which he found that, in addition to the dislocation of several toes of the right foot, his vision was so affected that every object appeared double. On his arrival in London, he placed himself under the care of Dr. Weir, from whose mode of treatment he derived considerable benefit; but notwithstanding the skill of that celebrated oculist, every attempt to restore his sight to its original strength failed of success, and he was thus doomed to many years of painful inactivity, at a period, when, but for this misfortune, the talents and zeal which he had already displayed on so many occasions would, in the common course of events, have secured for him a participation in those honors which are enjoyed by his more fortunate compeers. To the same cause may probably be attributed the non-appearance of a treatise on sea-gunnery, which we have reason to believe he at one time had it in contemplation to publish; and which, from his well-known proficiency in that art, there can be no doubt, would have met with a most favorable reception from the naval world.

promotion of those Commanders whom he had selected to head the different divisions of boats employed on that occasion. From the Isis Captain Nowell removed to the Ardent, 64; and during the remainder of the war he was entrusted with the command of a squadron stationed at the entrance of the Thames, to prevent any hostile force from proceeding up that river.

The Ardent was paid off in April 1802, and from that period Captain Nowell remained on half-pay until the year 1811, when he assumed the command of the Monmouth, of 64 guns, bearing the flag of the present Sir Thomas Foley, in the Downs. His commission as Rear-Admiral bears date Dec. 4, 1813.

Residence.—Court Place, Iffley, near Oxford.

JAMES BISSETT, Esq.

Rear-Admiral of the Red.

At the Russian armament, in 1791, this officer commanded the Swallow, of 14 guns, on the home station; and in the following year, the Falcon sloop of war, at Jamaica. In 1793, we find him cruising in the Channel, where he appears to have captured several of the enemy's privateers. He was promoted to the rank of Post-Captain, Oct. 24, 1794; and, in 1795, commanded the Venerable, of 74 guns, bearing the flag of Admiral Duncan, in the North Sea. From that ship he removed into the Janus frigate, and proceeded in her to the West Indies, from whence he returned with the homeward bound trade, in 1797; and from that period we lose sight of him until the month of Dec., 1805, when he sat as a member of the Court-Martial assembled to try the late Sir Robert Calder, for his conduct in the action with the combined fleets of France and Spain, in the preceding summer.

Towards the close of the late war, Captain Bissett commanded the Royal Sovereign a first rate, forming part of the Channel fleet, under Lord Keith. He was advanced to the rank of Rear-Admiral, Dec. 4th, 1813.

JOHN CLEMENTS, Esq.

Rear-Admiral of the Red.

At the commencement of the war with the French republic, this officer commanded the Spitfire sloop. He was promoted to the rank of Post-Captain, Oct. 24, 1794. In the summer of 1802, he obtained the command of the Fortunée, of 40 guns; and on the 8th Sept. following, sailed from the Downs in company with two other frigates and a sloop, with Dutch troops on board, bound to the Texel. On the 10th, owing to the pilot mistaking a buoy, the Fortunée struck on a sand bank, lost her masts and rudder, and was bilged. The next morning she was got into the Texel, where, by the great exertions of her commander, officers, and crew, and the assistance rendered by the other ships, she was put in a state of repair sufficient to enable her to proceed to England, under the escort of another frigate.

In the following year, Captain Clements was appointed to the Sea Fencible service at Leith. He subsequently commanded the Texel, of 64 guns, and Berwick, 74. His advancement to the rank of Rear-Admiral took place, Dec. 4, 1813.

SIR JOHN GORE,

Rear-Admiral of the Red; and Knight Commander of the most honourable Military Order of the Bath.

This officer is a son of the late Major Gore, for many years resident Governor of the Tower of London; and a brother of Brigadier-General Arthur Gore, Colonel of the 33d regiment of foot, who fell in the attack upon Bergen-op-zoom, March 9, 1814 *. He was promoted to the rank of Lieutenant about the year 1789, and served in that capacity on board the Victory, the flag-ship of Lord Hood, at the occupation of Toulon, in 1793 †. In the warm service of Fort

* The Gores are distantly related to the noble Irish family of Arran.

† For an account of the proceedings at Toulon, see pp. 46, 60, 294, &c.

Mulgrave, Mr. Gore conducted himself with great bravery and activity; and when the destruction of the French ships and arsenal was ordered, we find him engaged in that arduous service, on which occasion he was much burnt by the premature explosion of the Vulcan fire-vessel.

During the siege of Bastia, our officer assisted in various services and operations on shore; and soon after its surrender, May 22, 1794 *, was made a Commander into la Fleche, of 14 guns. In the course of the same year, he succeeded Captain Shield in the Windsor Castle, of 98 guns, bearing the flag of Rear-Admiral Linzee, in which ship he was present in the skirmishes with the French fleet, March 14, and July 13, 1795 †. On the former occasion the Windsor Castle had 6 men killed and 31 wounded.

After these trivial affairs Captain Gore, who had been confirmed in his post rank, Nov. 12, in the preceding year, was appointed to one of the prizes, le Censeur, of 74 guns, (jury-rigged) and ordered to England in company with the homeward bound trade. On the 7th Oct., the convoy fell in with a French squadron, consisting of six ships of the line, besides frigates, about 83 leagues from Cape St. Vincent. Captain Taylor, the senior officer, made the signal for the merchant vessels to disperse, and formed the line with the men-of-war under his command; but, just as the van ship of the enemy had reached within gun-shot, le Censeur in wearing, unfortunately rolled away her fore-top-mast, and the other British ships, namely, the Fortitude and Bedford, of 74 guns each, one frigate, and a fire-vessel ‡, being so situated as to be unable to support her effectually, the enemy's fire was chiefly directed against that ship, and Captain Gore, after a most gallant defence against their very superior force, his vessel being much disabled, and her ammunition nearly expended, was compelled to surrender. About fifteen of the merchantmen were also captured. The French squadron was commanded by Admiral Richerry.

Captain Gore, having regained his liberty, was, in the summer of 1796, appointed to the Triton, of 32 guns, and in that

* See p. 251. † See pp. 340 and 254.

‡ The Argo 44, and Juno frigate, had previously parted company. See p. 486.

frigate cruized with great success against the enemy's privateers and other armed vessels, many of which were taken by him.

On the 18th Oct., 1799, he assisted at the capture of the Santa Brigida, of 36 guns and 300 men, laden with treasure, from Vera Cruz, bound to Old Spain. Her consort, the Thetis, with a similar cargo, was taken the day before by the Ethalion, Captain Young *, into whose hands she had been chaced by the Triton, Naiad, and Alcmene. The Triton, which was the leading ship in the pursuit of the Santa Brigida, struck upon the rocks of Monte Lora, when going at the rate of seven knots, and received so much damage as to be obliged to go into dock on her return to port. Captain Gore's share of prize money on this occasion exceeded 40,000*l.* sterling.

Early in 1801, a melancholy accident happened on board the Triton, during a cruize off the Penmarks. Being in chace of a cutter at which she was firing, the 11th gun from forward burst, the splinters of which killed the second Lieutenant, (Alford,) and a gunner's-mate, and wounded 18 other men. Lieutenant A. had just left the Captain's table, at which he had been dining; the remainder of the party were providentially saved, notwithstanding the cabin was much damaged. Some time before Captain Gore had been severely hurt by a blow from a block, which falling from aloft struck him on the head.

In the spring of the same year (1801), our officer was appointed to the Medusa, one of the finest frigates in the service; in which ship Lord Nelson's flag was flying at the attack upon Boulogne †, in the month of August following. On that oc-

* See Rear-Admiral JAMES YOUNG.

† The attempt upon the enemy's flotilla in the mouth of Boulogne harbour, was made by the boats of Lord Nelson's squadron in five divisions, under Captains Somerville, Parker, Cotgrave, Jones, and Conn. A previous attack had taught the French the weak parts of their position; and they omitted no means of strengthening it, and of guarding against the expected assault. The boats shoved off from the Medusa about 11^{h} 30$'$ P. M.; but owing to the darkness, and tide and half-tide, which must always make night attacks so uncertain on the coasts of the Channel, the divisions separated. One could not arrive at all; another not till near day-break. The others went to work in the most gallant manner: but the enemy were fully prepared: every vessel was defended by long poles, headed with iron spikes, projecting from their sides; strong nettings were triced up to their lower

casion Captain Gore manifested great zeal, offering to serve as a volunteer under the orders of a junior officer, which offer was as handsomely declined by his Lordship.

During the short-lived peace that succeeded the above disastrous attempt, the Medusa was employed in cruizing against the smugglers. On the renewal of the war, in March, 1803, she was sent to the Mediterranean with despatches relative to that event.

Captain Gore does not appear to have been engaged in any service requiring particular mention, until the 5th Oct. 1804, on which day he had the good fortune to share in the capture of three Spanish frigates laden with specie, and valuable merchandize to a great amount. The Mercedes, another frigate, blew up during the action, with 811,000 dollars on board *. In the following month Captain Gore intercepted the Matilda, of 38 guns, from Cadiz, bound to the Rio de la Plata, with a cargo of quicksilver.

On the 21st Feb. 1805, he received the honor of knighthood; and some time after conveyed the late Marquis Cornwallis to India. His voyage from thence to England, with the remains of that lamented nobleman, was performed with astonishing celerity; the Medusa having run from the Ganges to the Lizard in eighty-four days, two of which were spent at anchor in St. Helena Roads; she was consequently but eighty-two days under sail, in which time she traversed the immense space of 13,831 miles.

Soon after his return, Jan. 1806, Sir John Gore removed into the Revenge, of 74 guns. In June, 1808, he received at

yards; they were moored by the bottom to the shore, and chained one to another: they were strongly manned with soldiers, and protected by land batteries, and the shore was lined with troops. Many were taken possession of; and, though they could not have been brought out, would have been burnt, had not the French resorted to a mode of offence which they have often used, but which no other people have ever been wicked enough to employ. The moment the firing ceased on board one of their own vessels, they fired upon it from the shore, perfectly regardless of their own men. The French official account boasted of the victory. "The combat," it said, "took place in sight of both countries; it was the first of the kind, and the historian would have cause to make this remark." They guessed our loss at 400 or 500 men: it amounted to 44 killed and 138 wounded.

* See p. 536.

Cadiz the Spanish commissioners appointed by the Supreme Council of Seville to treat with the British Cabinet on matters important to the interests of both countries. He subsequently commanded the Tonnant, of 80 guns, stationed in the Tagus, co-operating with the army.

On the 4th Dec. 1813, our officer was promoted to the rank of Rear-Admiral, and shortly after proceeded to the Mediterranean, with his flag in the Revenge. He was nominated a K. C. B. Jan. 2, 1815; and in 1818 appointed Commander-in-Chief in the river Medway, where he continued during the usual period of three years.

Sir John Gore married, Aug. 15, 1808, the eldest daughter of Admiral Sir George Montagu, by whom he has had several children.

JOHN HARVEY, Esq.

Rear-Admiral of the Red.

This officer is the second son of the late gallant Captain John Harvey, R. N. by Judith, daughter of Henry Wise, of Sandwich, co. Kent, Esq *. In 1794 we find him commanding l'Actif sloop, which vessel foundered off Bermuda, on the 26th Nov., in the same year. He was promoted to the rank

* Captain Harvey commanded the Brunswick, of 74 guns, on the memorable 1st of June, 1794. He was wounded early in the action, by a musket-ball, which tore away part of his right hand; but this he carefully concealed, and bound the wound up with his handkerchief. Some time after this he received a violent contusion in the loins, which laid him almost lifeless on the deck: from this severe blow he however rallied his strength of mind, and continued at his post, directing and conducting the action, until a double-headed shot splitting, struck his right arm near the elbow, and shattered it to pieces. Growing faint through loss of blood, he was now compelled to retire; but when assistance was offered to conduct him below, he nobly refused it,—"*I will not have a single man leave his quarters on my account! my legs still remain to bear me down into the cockpit.*" In this wounded and shattered state he cast a languid yet affectionate look towards his brave crew—"*Persevere, my brave lads, in your duty! continue the action with spirit, for the honor of our King and Country; and remember my last words*—The colours of the Brunswick shall never be struck!" About sun-set it was found necessary to amputate his arm above the elbow; and on the day after the Brunswick's arrival at

of Post-Captain, Dec. 16th following; and some time after appointed to the Prince of Wales a second rate, bearing the flag of his uncle, the late Sir Henry Harvey, K. B. *, with whom he proceeded to the West Indies, and served at the conquest of the island of Trinidad †. After this event, which took place in the month of Feb. 1797, he was sent to England with despatches; and subsequently obtained the command of the Southampton, of 32 guns, in which frigate he was again ordered to the Leeward island station, where he continued during the remainder of the war, and assisted at the reduction of the Virgin islands, by Sir John T. Duckworth, in 1801.

His next appointment appears to have been in the summer of 1804, to the Agamemnon, of 64 guns, which ship formed part of Sir Robert Calder's fleet in the action with the combined squadrons of France and Spain, July 22, 1805 ‡, and on that occasion had several men wounded, besides being much cut up in her spars and rigging. About the month of September in the same year, Captain Harvey removed into the Canada, a 74-gun ship. He subsequently commanded the Leviathan of the same class in the Mediterranean; and in Aug., 1811, was appointed to the Royal Sovereign a first rate, in which he continued till the general promotion, Aug. 12, 1812, when he obtained the command of a royal yacht. His advancement to the rank of Rear-Admiral took place Dec. 4, 1813; and in 1815, he hoisted his flag on board the Antelope, of 50 guns, as Commander-in-Chief at the Leeward islands, where he remained during the customary period of three years.

Residence.—Walmer, Kent.

Spithead, he was conveyed on shore at Portsmouth, where, after bearing the most excruciating pain with christian resignation, he was released from this world, and lost to his country, on the 30th June.

The House of Commons, to perpetuate the memory of this heroic man, unanimously voted a monument to be erected in Westminster Abbey: had he survived, his name would have been included in the flag-promotion which took place on the 4th of the following month. It is a singular coincidence of events, that Captain Harvey, and Captain Hutt, of the Queen, were companions in a post-chaise from London, on joining their respective ships, previous to their last cruize: they both lost a limb in the action; died on the same day; and are both recorded on the same monument, raised by a grateful country to their memory.

* See Rear-Admiral Thomas Harvey. † See p. 112. ‡ See p. 40.

HON. SIR HENRY HOTHAM,

Rear-Admiral of the Red; and Knight Commander of the most honorable Military Order of the Bath.

This officer, the youngest son of Beamont, second Lord Hotham, of the kingdom of Ireland, (who succeeded to the title on the death of his brother, a distinguished Admiral *,) by Susanna, second daughter of Sir Thomas Hankey, Knt., relict of James Norman, Esq.; was born July 19, 1777; and in 1794, commanded the Fleche sloop, on the Mediterranean station; from which vessel he appears to have been removed successively into the Mignone, Dido, and Blanche frigates. His post commission bears date, Jan. 13, 1795.

On the 12th Sept. 1800, Captain Hotham being on a cruize in the Immortalité, of 36 guns, observed two large privateers coming out of the Gironde; these he chaced 259 miles to the westward, but in the second night they escaped. However, on the 20th, he retook the English ship Monarch, of 645 tons, laden with timber, which had been in the enemy's possession four days. On the 22d of the same month, he gave chace to a French brig of war; and at 9h 30′ P. M. had arrived within musket shot, when both vessels unexpectedly took the ground near Noirmoutier, where the brig was totally destroyed; but the Immortalité fortunately got off at day-light the next morning, without any material damage, and with the loss only of an anchor, a cable, and a boat.

On the 26th and 29th of the following month, Captain Hotham assisted at the capture of le Diable a Quatre, French privateer, of 16 guns and 150 men; and a schooner letter of marque, from Guadaloupe to Bourdeaux, laden with coffee. He subsequently took la Laure, of 14 guns and 78 men; and l'Invention, a remarkably fine, and singularly constructed vessel, carrying 24 guns on a flush deck, and 210 men. She had four masts, each rigged in the usual manner; was built on a plan entirely peculiar to herself, designed by her commander, Monsieur Thibaut, and of extraordinary dimensions,

* See note, at p. 580.

being 147 feet long, and 27 wide. She had only left Bourdeaux nine days before, on her first cruize. During the chace, the Arethusa frigate was seen at a distance, and from her situation greatly assisted Captain Hotham in capturing her.

Towards the close of the war, the Immortalité was stationed off Brest, watching the enemy's fleet in that port *. Soon after the renewal of hostilities in 1803, Captain Hotham obtained the command of the Imperieuse, of 40 guns; and in the same year he re-captured a South-Sea whaler, homeward bound, in the Channel. He soon after removed into the Revolutionaire, of 44 guns, and in that ship had the honor of conveying the Duke of Sussex from Lisbon to Portsmouth, where H. R. H. was landed Aug. 15, 1804. On the 4th of the following month, Captain Hotham sailed with the outward bound East India fleet, which he escorted to a certain latitude, and then proceeded to Halifax.

We next find our officer commanding the Defiance, of 74 guns, under the orders of Rear-Admiral Stopford, whose

* The following singular anecdote is related of the conduct of a pilot belonging to the Immortalité, whilst employed on the above service:

This man, either a Frenchman, or speaking French extremely well, expressed a great desire to Captain Hotham, that he would permit him to go on shore and get information of the state and situation of the enemy's fleet. After frequent solicitations Captain Hotham consented, and he was put on shore in the night, with a promise that a boat should be sent to bring him off, at a proper time. The boat was accordingly sent five successive nights to the place appointed, but no pilot was there. At the expiration of eight days, he came alongside in a French boat rowed by two men: and gave the following account of himself. That fearing lest he should be apprehended as a spy, he gave up the idea of attempting to get off as agreed upon, and came to the resolution of hiring a boat to go into Cameret Bay; upon getting pretty near to it, he told the men he did not mean that bay, he meant Berthaume Bay, which was about half way to the ship; when he had approached near this bay, he said he wanted to go to point St. Mathews, (which was not more than two gun shots from the frigate) upon this the men flew in a passion, telling him they would take him back to Brest. The pilot instantly took a brace of pistols from his pocket; and pointing one at each of them, exclaimed—"I am an Englishman; and if you do not put me on board my ship, without delay, I will blow your brains out." With which the Frenchmen judged it best to comply.

This resolute fellow had absolutely been on board some of the ships of war, and gave an exact account of their condition and force.

squadron, on the 23d Feb., 1809, chaced three of the enemy's frigates into the Sable d'Olonne, where they were immediately attacked. Captain Hotham anchored the Defiance within half a mile of them; in which situation, so judiciously chosen, the fire of that ship, and of the Cæsar and Donegal, whose great draught of water prevented them approaching quite so near, obliged two of the frigates to cut their cables and run on shore. The ebb-tide making, and the water falling fast, compelled the Defiance to get under sail, and the other ships to stand out; leaving all the frigates on shore, two of them heeling much. The number and strength of the French batteries under which they lay, and the apparent impossibility of their ever again being able to put to sea, weighed with the Rear-Admiral not to renew the attack. In the performance of this service, the Defiance was much cut up in her masts, had 2 men killed, and 25 wounded; the Donegal had 1 killed and 6 wounded; and the Cæsar was much disabled in her bowsprit and rigging.

In the following summer, Captain Hotham was employed on the coast of Spain, co-operating with the patriots of that country. After the evacuation of Ferrol and Corunna, by the French Marshal Ney, June 21st and 22d, the proximity of the enemy's position continuing to hold the authorities established by the French at Corunna in subjection through the fear of his return, no communication being suffered with the British ships but by flag of truce, and the state of defence in which the batteries and lines on the sea side were left, rendering it dangerous for the English to land or approach the coast in the event of the re-appearance of the enemy; Captain Hotham on the 24th ordered a detachment of seamen and marines to land and disable the guns on the different batteries bearing on the anchorage, offering at the same time to the Governor the services of the party in rendering any assistance that might be in its power to the patriotic cause. The cannon and mortars on the sea lines at Corunna, and in the forts commanding the bay, were accordingly all dismounted on the same day, leaving untouched those on the lines towards the land, which had been spiked by the enemy.

On the 26th, our officer sent Captain Parker, of the Amazon, to Ferrol, where he was received by the people with the

loudest acclamations of joy. The castle of San Felipe, however, was still under the command of a person appointed by Marshal Ney, and attached to the French interests, with a garrison composed of a detachment of a legion raised by the enemy during their possession of Ferrol and Corunna; and on the 27th, Captain Hotham received information that the above commandant had given orders to fire on any English ships or boats that might attempt to pass the castle. In consequence, Captain Hotham repaired to Ferrol in the Defiance, and landed the marines of that ship and the Amazon, with a party of armed seamen, under the direction of Captain Parker, who entered the castle without opposition. The detachment then proceeded to the town of Ferrol, where it was received in the most affectionate manner by the inhabitants; and having arrested the commandant of the castle in the name of King Ferdinand, sent him on board the Defiance. The Governor of Ferrol not having any means of garrisoning the castle, the guns in it were spiked, the powder removed to the arsenal, and the place left under the command of the former Governor, who had been suspended by the enemy.

In the following autumn, Captain Hotham was appointed to the Northumberland, a 74-gun ship of the largest class, in which, on the 22d Nov. in the same year, he captured la Glaneuse, French privateer ketch, of 14 guns and 85 men, after a second pursuit, having chaced her the day before, and prevented one of his Majesty's packets from falling into her power.

In the spring of 1812, Captain Hotham, whose local knowledge of the coast, ability, and zeal, well qualified him for the service, was sent by Rear-Admiral Sir Harry Neale, under whose orders he had for some time been employed off Ushant, to cruize near l'Orient, for the purpose of intercepting two French frigates and a brig, that were supposed to be on their return to some port in the bay. On the 22d May, at 9^{h} 45$'$ A. M. the Northumberland, in company with the Growler gun-brig, being off Isle Grouais, discovered the expected enemy in the N. W., crowding all possible sail before the wind for l'Orient. Captain Hotham's first endeavour was to cut them off to windward of the island; but finding he could not effect it, the Northumberland was pushed round the S. E.

end of Grouais, and, by hauling to the wind as close as could be to leeward of that island, Captain Hotham had the satisfaction of fetching to windward of the harbour's mouth, before the French ships reached it. Their Commodore, seeing himself thus cut off, made a signal to his consorts, and hauled to the wind on the larboard tack, to windward of Point Talcet, and they appeared to speak each other. The Northumberland continued beating to windward between Grouais and the main land, to close with them, exposed to the batteries on both sides, when she stood within their reach, which was unavoidable. At 2h 49′ P. M., the enemy bore up in close line a-head; and under every sail that could be set, favoured by a fresh breeze, made a bold and determined attempt to run between her and the shore, under cover of the numerous batteries with which it is lined in that part. Captain Hotham placed the Northumberland to meet them as close as he could to the Point de Pierre Laye, with her head to the shore, and the main-top-sail shivering, and made dispositions for laying one of them alongside; but they hauled so very close round the point, following the direction of the coast to the eastward of it, that, in his ignorance of the depth of water so near the shore, he did not think it practicable, consistent with the safety of the King's ship (drawing near 25 feet) to prosecute that plan. He therefore bore up, and steered parallel to them, at the distance of about two cables' length, and opened his broadside on them, which was returned by a very animated and well-directed fire of round, grape, and other shot, supported by three batteries for the space of 21 minutes, and was very destructive to the Northumberland's sails and rigging. Captain Hotham's object, during that time, was to prevent their hauling outside the dry rock, named Le Graul; but in steering sufficiently close to leave them no room to pass between him and it, and at the same time to avoid running on it himself, the utmost difficulty and anxiety was produced by the cloud of smoke which drifted a-head of the Northumberland, and totally obscured it. However, by the care and attention of Mr. Hugh Stewart, the Master, the ship was carried within the distance of her own length on the S. W. side, in a quarter less seven fathoms; and the enemy were in consequence obliged, as their only alternative, to attempt

passing within it, where there was not water enough, and they all grounded, under every sail, on the rocks between it and the shore.

The sails and rigging of the Northumberland were so much damaged that Captain Hotham was obliged to leave the enemy to the effects of the falling tide, it being only quarter ebb, while he repaired the rigging and shifted the fore-top-sail, which was rendered entirely useless; working to windward during that time under what sail he could set, to prevent falling to leeward; in which interval, at 5 o'clock, the Growler came up, and fired on the enemy occasionally. At 5^h 28′, the Northumberland was anchored in six and a half fathoms water, with her broadside bearing on the enemy's vessels, at point blank range, all of them having fallen over on their sides next the shore as the tide left them; and for an hour and a quarter a deliberate and careful fire was kept up on them, their copper being all the time exposed. At the expiration of that period, it being near low water, and Captain Hotham believing he had fully effected the object of his endeavours, the French crews having quitted their vessels, all their bottoms being pierced by very many shot so low down as to ensure their filling on the rising tide, and the leading frigate being completely in flames, communicated to the hull from a fire which broke out in her fore-top, he got under sail. Three batteries fired at the Northumberland during the whole time she was at anchor; and although the position* was so far well chosen that she was out of the range of two of them, the other (to which the enemy's vessels were nearest) reached her, and did as much execution in the hull as all the fire she had been exposed to before.

At five minutes before eight, the frigate on fire blew up with an awful explosion, leaving no remains of her visible. At ten, the other frigate appeared to be on fire also; and at half-past eleven, the flames burst forth from her ports and every part with unextinguishable fury; she burnt all night, and exploded at about half-past two on the following morning, as did also the brig in the course of the day.

The enemy's squadron consisted of l'Arianne and l'Andro-

* Anchor-bearings,—Point de Pierre Laye, N. W. ½ N.; the citadel of Port Louis, E. ½ N.; and the rock named Le Graul, N. ½ E. two cables' length distant.

mache, of 44 guns and 450 men each, and the Mameluke brig, of 18 guns and 150 men. They had been cruizing for four months in various parts of the Atlantic, and were on their return to France, deeply laden with the most valuable portion of the cargoes of thirty-six vessels of different nations, which they had taken and destroyed. A line-of-battle ship, with sails bent, and top-gallant-yards across, lay at the entrance of the harbour of l'Orient, spectator of the operations of the day, but the wind did not serve till night for her coming to the support of her friends: every assistance, however, was afforded them of boats, men, &c. from the port, directed, as Captain Hotham supposed, by the French Admiral in person.

When the gallantry of the action with such a force, under numerous galling batteries, and the intricacy of the navigation amidst dangerous rocks, at the very mouth of the enemy's harbour, are taken into consideration, the performance of so important a service, while it reflects the highest honor upon the courage, skill, and extraordinary management of all concerned, must be acknowledged to have added fresh lustre to the naval annals of Great Britain. No officer but one who possessed great local knowledge, could, under such difficult circumstances, have ventured to undertake the service that Captain Hotham so bravely and so effectually performed. The loss sustained by the Northumberland amounted to 5 men killed and 28 wounded.

At the general promotion, Dec. 4th, 1813, our officer was nominated a Colonel of Royal Marines. He subsequently served as Captain of the Fleet and as a Flag-Officer, under the orders of Sir Alexander Cochrane, on the American station. His first commission as Rear-Admiral bears date June 4th, 1814; and on the 2d Jan. 1815, he obtained the rank of a K. C. B. On the renewal of the war in Europe, occasioned by Napoleon Buonaparte's return from Elba, Sir Henry Hotham commanded a division of the Channel fleet; and after the battle of Waterloo, was stationed on the French coast to prevent the escape of that personage, who, as is well known, surrendered himself to the Bellerophon, which ship formed a part of the force under our officer's orders *. In the spring of 1818 Sir Henry was called upon to take a seat at the Board of Admiralty, where he remained until the month of March, 1822.

* See Captain F. L. MAITLAND, in our next volume.

SIR JOSIAS ROWLEY,

Baronet; Rear-Admiral of the Red; Knight Commander of the most honorable Military Order of the Bath; and Member of Parliament for Kinsale.

This officer is the second son of Clotworthy Rowley, Esq. Counsellor at Law, and some time M. P. for Downpatrick, in Ireland, by Letitia, daughter of Samuel Campbell, of Bath, Esq., and a grandson of Sir William Rowley, K. B. Vice-Admiral of England, Admiral of the Fleet, and a Lord of the Admiralty, who died on the 1st. Jan. 1768.

After having been borne for some time on the books of a stationary vessel, Mr. Rowley embarked on board a sea-going ship in the year 1779; and served during the remainder of the war in the Channel, and on the West India station. He was made a Lieutenant towards the latter end of 1783; promoted to the rank of Commander in March, 1793; and became a Post-Captain April 6, 1795. This latter promotion took place immediately on his return from escorting the Princess Caroline of Brunswick to this country, on which occasion he commanded the Lark sloop of war, attached to the squadron under the orders of Commodore Payne *. In 1797, we find him in the Braave, of 40 guns, at the Cape of Good Hope, on which station he continued until the cessation of hostilities, and then sailed for England in the Imperieuse frigate, to which he had been removed in the summer of 1799.

Captain Rowley's next appointment was to the Raisonable, of 64 guns, which ship formed part of Sir Robert Calder's fleet in the action off Ferrol, July 22, 1805 †; and on that occasion had one man killed and several others wounded. At the latter end of the same year, our officer accompanied the expedition sent against the Cape of Good Hope, under Commodore Popham and Sir David Baird; and after the reduction of that important colony proceeded with the former commander to the Rio de la Plata, where he remained until the final evacuation of Spanish America by the British forces ‡.

* See Note ‡ at p. 353, *et seq.* † See p. 405.

‡ The armament under Commodore Sir Home Popham and Lieutenant-

In addition to the contents of the subjoined note, it is here necessary to remark, that Captain Rowley commanded the

General Sir David Baird, sailed from Cork towards the latter end of 1805, and arrived in Table Bay Jan. 4, 1806. A landing having been effected with little opposition, the army began its march for Cape Town on the 8th; and on reaching the summit of the Blue Mountains, a body of about 5,000 men, chiefly cavalry, with 23 pieces of artillery, commanded by General Janssens, Governor of the colony, was seen in the plain, in an attitude to oppose its progress. On a charge by the British troops, the enemy fled with precipitancy, and with a loss of about 700 killed and wounded, while the assailants had only 15 slain, and 197 wounded and missing. No other obstacle remaining to the advance of the British, the town surrendered on the following day. Governor Janssens, however, who was not included in the capitulation, took post with the remainder of his forces at a pass leading to Zivellendam, and evinced a disposition to defend the interior country; but on Brigadier-General Beresford advancing against him, he agreed to surrender the whole colony and its dependencies, on the condition that he and his troops should be sent back to Holland, without being considered prisoners of war. Thus, with little difficulty, possession was obtained of an important colony, which has since been permanently annexed to the British empire.

After the reduction of the Cape of Good Hope, Sir Home Popham, who had been occasionally consulted by the immortal Pitt and his confidential friend the late Viscount Melville, respecting certain designs which they contemplated against South America, but which, from deference to the Emperor of Russia, had been laid aside; having obtained information of the weakness of the Spanish colonies on the Rio de la Plata, and being animated with the prospect of the commercial and other advantages to be gained in those countries, ventured, without any immediate authority from the government at home, to carry his whole naval force to that quarter; and he prevailed upon Sir David Baird so far to concur with him as to allow a body of troops under Brigadier-General Beresford, to co-operate in his enterprize. Thus assisted, he sailed from the Cape about the middle of April, and touching at St. Helena, he had the address to procure from the Governor a small reinforcement to his little army, which, after all, did not exceed 1600 men, including sailors trained to the use of small arms, and marines. In the beginning of June, he arrived at the mouth of la Plata; and on the 25th, landed the troops at some distance from Buenos Ayres. Brigadier General Beresford, after dispersing a body of Spaniards, who fled at the first fire, proceeded to the city, which he entered without resistance on the 27th. Favourable terms of capitulation were granted to the inhabitants, and the property of individuals on shore was respected; but a great booty was made of the public money and commodities, as well as of the shipping in the river.

As soon as the new ministry received intelligence of Sir Home Popham's unauthorized departure from the Cape, and meditated invasion of South

detachment of seamen landed with Lieutenant-General Whitelocke's army, for the purpose of transporting the artillery

America, orders were despatched to recal him; but these reached him too late: and when the news of his success arrived in England, the strong objections to his plan were drowned in the universal joy at the fortunate result of his operations. The exultation for the capture of Buenos Ayres, which was expected to be followed by the reduction of the whole of Spanish South America, was, however, of very short continuance. The Spaniards, who had been taken by surprise, no sooner discovered the deficiency in numbers of their invaders, than they were prompted by shame to concert measures for their expulsion. Emissaries from Buenos Ayres excited the country people to arms; and an insurrection being organized in the city, the Chevalier de Linières, a French Colonel in the Spanish service, crossed the river unobserved in a fog, on the 4th Aug., with a force which, joining that in the city, made an attack on the British troops; and, after a sanguinary conflict in the streets and great square, on the 12th, the latter, to the number of 1,300, were compelled to lay down their arms, with a loss of 165 killed, wounded, and missing. The prisoners, contrary to the terms of capitulation, were marched up the country, instead of being permitted to return to their ships, as had been stipulated.

The squadron continued to blockade the river till the arrival of reinforcements from the Cape of Good Hope, on the 5th and 12th Oct., enabled Sir Home Popham to recommence offensive operations. He attempted first to gain possession of Monte Video, but without success, his ships not being able to approach near enough to batter the walls. A body of troops was then landed at Maldonado, under Colonel Vassal; and the Spaniards having been driven from that place, and from the isle of Gorrite, an encampment for the troops was obtained, and a tolerably safe anchorage procured for the ships. In this situation the British armament in South America remained at the close of the year, receiving successive reinforcements from England and the Cape, and preparing for further, and as it turned out, still more disastrous operations.

In the autumn of 1806, a body of troops was sent out under the command of Sir Samuel Auchmuty, and convoyed by Rear-Admiral Stirling, who had been appointed to supersede Sir Home Popham as naval Commander-in-Chief on that station*. On his arrival at Maldonado, Brigadier-General Auchmuty found the soldiery in a very destitute and exposed situation, with a corps of the enemy's cavalry hovering about them. Maldonado itself was evidently untenable; and it became of the utmost importance to secure possession of some place of strength, before any attempts were made for the recovery of Buenos Ayres, the re-capture of which by the Spaniards was not known in England when this reinforcement was sent out. Montevideo appearing to be the only place on the river which could be

* See p. 406.

from the place of debarkation towards the city of Buenos Ayres. "*In this fatiguing service,*" says Rear-Admiral assailed with probable advantage, the troops were landed near that town, Jan. 18th, 1807. On the following day, about 6,000 of the enemy marched out to attack them, but were repulsed with great slaughter, and the loss of a gun; and the British afterwards commenced the siege of the place. This proved a most arduous undertaking, from the strength of the works, and the want of sufficient entrenching tools.

After a few days firing, it was discovered that the whole of the powder in the fleet was reduced to about two days' consumption; and to add to the difficulties of the commander, he received intelligence of the rapid approach of an army of 4,000 picked men, with 24 pieces of cannon; he therefore determined, if possible, to take the city by assault; in which design, though with a heavy loss, he succeeded. A six-gun battery erected within 600 yards of the defence of Montevideo, though exposed to the superior fire of the enemy, which had been incessant during the whole siege, effected a breach, that was reported practicable on the 2d February. Orders were issued for the attack an hour before day break on the ensuing morning. At the appointed time, the besiegers marched to the assault, and approached near the breach before they were discovered; but then a most destructive fire was opened upon them. During the night, the enemy had so barricadoed the breach with hides, as to render it nearly impracticable; and in consequence of the prevailing darkness, the assailants mistook it for the undamaged wall. In this situation, they remained under a heavy fire during a quarter of an hour, when the breach was discerned by Captain Renny, who was killed as he mounted it. The troops then rushed to it, and, difficult as it was of access, forced their way into the town, where they were opposed by cannon planted at the ends of all the principal streets. They however courageously advanced in all directions, clearing the streets and batteries with their bayonets, and overturning the guns. The first column was followed by Colonel Browne with the 40th regiment, who also missed the breach, and twice passed through the fire of the batteries before they found it. The 87th regiment was posted on the outside near the gate, which the troops who entered by the breach were to open for them; but their ardour was so great, that they scaled the walls, and entered the town as the troops within approached the gate. At day-light, every thing was carried except the citadel, which made a shew of resistance, but soon surrendered; and early in the morning, to the great credit of the victorious troops and their commander, the women were seen peaceably walking the streets. The number of British troops employed in the reduction of Montevideo, amounted to upwards of 4,000, of whom 1,200 were engaged in the assault; that of the Spaniards to 6,000. The loss of the British, which fell principally on the storming party, was about 600: the enemy had about 800 killed, 500 wounded, and upwards of 2,000 officers and men, including the Governor, made prisoners; the remainder escaped in boats, or secreted themselves in the town. The squadron co-operated in this brilliant achievement, having landed a considerable num-

Murray, who had succeeded to the chief command on that station, "*the persevering conduct of Captains Rowley and Joyce, merited the highest encomiums. They had to drag the cannon for miles through swamps, and the men were always harnessed to them.*"

After the failure of the attack upon that city, our officer returned to the Cape of Good Hope, on which station he greatly distinguished himself, as will appear from the following imperfect outline of the transactions in which he was engaged.

The harbour of St. Paul's having long been the rendezvous of those French cruizers, and such of their prizes as had escaped the vigilance of the British men of war stationed off the Isle of France, and la Caroline frigate having succeeded in entering that port with two homeward bound Indiamen richly laden, Captain Rowley, who commanded the blockade of the Isles of France and Bourbon, determined to attack the place, provided he could obtain the assistance of a detachment of troops from Roderiguez. Having communicated his plan to Lieutenant-Colonel Keating, commanding the garrison there, that officer immediately acceded to the measure, and in the most handsome manner embarked with all the troops that could be spared from the defence of the island.

As secrecy and despatch were essential to the success of the expedition, the whole of the force intended to be landed, consisting of 368 soldiers, 100 seamen, and 136 marines, were put on board the Nereide frigate, and at dusk on the evening of the 20th Sept., 1809, the squadron † proceeded for the Isle of Bourbon.

ber of men to assist the land forces; and the ships were stationed so as to prevent any escape from the harbour. An account of the prizes taken, and the loss sustained by the navy during the siege, together with the further operations in the Rio de la Plata, which terminated in the evacuation of Spanish America by the British, will be found in our memoir of Vice-Admiral Stirling, at p. 407, *et seq.*

† Raisonable, 64, Captain Jos. Rowley.

Nereide	Frigates.	.....Robert Corbett.
Boadicea		.....John Hatley.
Sirius		.....Samuel Pym.
Otter	Sloops.	.....N. J. Willoughby.
Sapphire		.....
Wasp	Schooner,	Lieutenant Watkins.

On their approach towards the bay of St. Paul's, to prevent suspicion, the Nereide preceded the other ships; and being anchored close to the beach, the whole of the detachment were landed with the greatest celerity, without any alarm being given to the enemy, and proceeded towards the batteries, which were stormed in succession and carried with the greatest gallantry, and several of the guns pointed on the ships in the roads; in the mean time the squadron stood into the bay, and according to the plan agreed upon, when the movements of the troops enabled them to act, opened their fire on the shipping, which was warmly returned by the French frigate, the Indiamen her prizes, and those batteries which, from their distance from the first point of attack, were enabled to continue their fire: but these were finally carried, and by nine o'clock the whole of the batteries, town, and shipping, were in possession of the British troops and squadron.

By this event, the Hon. E. I. Company's ships, Streatham and Europe, together with property to an immense amount, were rescued out of the hands of the enemy; all the defences of the only safe anchorage in the island destroyed; and a frigate of 46 guns and 360 men; a brig of 16 guns, and three merchantmen, captured; one ship burnt on the stocks, and three other vessels destroyed. In the execution of this service, the total loss sustained by the British was 22 killed, 76 wounded, and 4 missing.

This exploit led to a more decided enterprize. On the 7th July, 1810, a body of 1650 Europeans and 1600 Sepoys from Madras, with 1000 more from Roderiguez, the whole commanded by Lieutenant-Colonel Keating, and escorted by a squadron * under Captain Rowley (who in consequence of the defective state of the Raisonable had previously been removed into the Boadicea frigate), arrived off Bourbon, or as it was called by the French Imperialists, the island of Buonaparte. While the main force drew the attention of the enemy off St. Marie, about two leagues to the eastward of the town of St. Denis, Captain Pym of the Sirius effected a landing of the troops which had been embarked in his ship for the purpose of making a diversion, at a part of the beach called

* Boadicea, Iphigenia, Sirius, Magicienne, and Nereide frigates.

Grande Chaloupe, six miles to the westward of the town, where the enemy were totally unprepared for an attack. The remainder of the squadron (when it was supposed the first landing was secured) immediately pushed for anchorage, and were followed by the transports. The weather, which, till now, had been favourable, began to change; the beach on that side of the island being steep and composed of large shingles, is generally of difficult access; but it was supposed, on reconnoitring it, that the landing was practicable, and Captain Willoughby of the Nereide, who undertook to superintend it, pushed off in a small prize schooner, with a party of seamen and a detachment of light troops, and with some of the boats which followed, effected a partial debarkation; but the surf still increasing, several were stove on the beach: it being, however, considered by the military commander of much importance to effect a landing at that point, a light transport was placed with great judgment by Lieutenant Lloyd, of the Boadicea, in order to act as a breakwater; but the stern cable parting, she only formed a momentary cover for a few boats; and notwithstanding every exertion of the skill and experience of Captain Willoughby, it was found necessary, at the close of the day, to relinquish any further attempts at that spot for the present. On this occasion two seamen and two soldiers were drowned; the party, however, maintained their ground, and took possession of the battery and post of St. Marie during the night. The Magicienne, commanded by Captain Curtis, and two transports, were now detached to support the brigade at Grande Chaloupe; but the former alone gained the anchorage, and landed the troops embarked in her. In the morning of the 8th, the beach still appearing unfavourable, Captain Rowley weighed and proceeded to the same place, where he put on shore the remainder of the troops, guns, &c., leaving the transports in charge of Captain Lambert, of the Iphigenia. Dispositions were now made for an attack upon St. Denis; but this was prevented by the appearance of an officer, who brought an offer from the governor to capitulate on honourable terms, which was agreed to, and on the 9th, the whole island submitted.

While the British were thus successful in the Isle of Bourbon, they experienced a reverse in a gallant attempt made

to obtain possession of two French frigates, a corvette, and a captured Indiaman, lying in the harbour of Sud-Est, opposite to l'Isle de la Passe; the particulars of which will be found in our memoir of Captain Samuel Pym, who commanded on the occasion. This unfortunate business ended in the unavoidable destruction of the Sirius and Magicienne frigates, and the surrender to the enemy of the Iphigenia and Nereide, the latter after a glorious resistance, almost unparalleled even in the brilliant annals of the British navy.

"A momentary superiority thus obtained by the enemy was promptly and decisively crushed by the united zeal, judgment, perseverance, skill, and intrepidity of Captain Rowley, who, in the Boadicea, almost alone and unsupported, but by the never-failing energies and resources of his active and intelligent mind, under circumstances, as may be easily imagined, of extreme anxiety, mortification, and disappointment, in a few hours not only retook two of the King's ships that had also fallen into the hands of the enemy, but captured the largest frigate possessed by the French in the Indian seas, and thus restored the British naval pre-eminence in that quarter, which his talents had long so successfully contributed to maintain *."

On the morning of the 12th Sept., 1810, Captain Rowley sailed from St. Paul's Bay, in company with the Otter sloop and Staunch gun-brig, in order to attack two French frigates, (the Astrea and Iphigenia) which were then in the offing to windward. As he stood out from the anchorage, he had the satisfaction of recognizing the Africaine frigate, which joined him in the chace. By superior sailing, and having the same breeze as the enemy, that ship was enabled to close with them before dark; and led by her signals, the Boadicea was gaining fast upon them, when at 3 A. M. a heavy firing was observed about four or five miles a-head of the latter. Captain Rowley concluded that it was Captain Corbett's intention merely to attempt crippling the enemy; but unfortunately at that moment the winds became light and variable, and the Africaine becoming unmanageable under the fire of both ships, (one in a most destructive raking position), after a very gallant, though unequal contest, was obliged to surrender, and

* See Vice-Admiral BERTIE's official letter, Nav. Chron. v. 25, p. 158

the action ceased about fifteen minutes after four in the morning.

Day dawned, and shewed the result: the enemy appeared to have suffered little; the Africaine was in their possession, with no apparent loss but that of her mizen-top-mast. Such a state did not appear to justify Captain Rowley commencing an attack on a force so much superior, particularly in the then critical situation of affairs, when the Boadicea was the only remaining British frigate on the station; and Captain Rowley knew of two other frigates of the enemy and a corvette cruizing in the neighbourhood. He therefore made sail to bring up the Otter and Staunch, then out of sight; and having soon effected a junction, he led them towards the enemy, who, on the approach of the British, abandoned the Africaine, leaving an officer and 9 Frenchmen in charge of her, with most of the wounded, and about 83 of her crew, whom they had not time to remove. Her gallant commander, Captain Corbett, was wounded early in the action, and died a few hours after it had terminated.

Soon after this affair, the Astrea and Iphigenia, reinforced by a large brig of war, resumed their former station, and Captain Rowley again put to sea to meet them; but the dull sailing of the Otter and Staunch, and the circumstance of the enemy having the weather gage, combined to prevent his attacking them with any possibility of success. He therefore returned to St. Paul's Road, from whence, on the morning of the 18th Sept. he discovered three sail in the offing, two of which appeared to have suffered in their masts and rigging. Our officer immediately weighed, in company with his former consorts, but from light winds was unable for some hours to clear the bay, at which period the strangers were nearly out of sight.

The Boadicea now having the advantage of a fresh breeze, neared the enemy: one of them, which had a crippled frigate in tow, cast her off, and made all sail away from her pursuers; the third bore up under her courses (having lost her top-masts,) to protect the other, which enabled Captain Rowley soon to run her along-side; when after a short, but close action, having lost 9 men killed and 15 wounded, she struck to the Boadicea, and proved to be the Venus, of 44 guns, with a com-

plement, on leaving port, of 380 men, commanded by Commodore Hamelin, senior officer of the French squadron in India, victualled and stored for six months.

She had, in the early part of the morning, in company with the Victor corvette, captured, after a most gallant defence, his Majesty's ship Ceylon, commanded by Captain Gordon, having on board Major-General Abercromby and his staff, bound for the island of Bourbon.

Captain Rowley made the signal for the Otter to take possession of the Ceylon, while the Boadicea took her prize in tow; and on the 21st they were anchored in safety at St. Paul's, where in a few days both they and the Africaine were put in a state for service *.

The grand obstacle to an attack on the Isle of France was the difficulty of finding a proper place for the debarkation of a considerable number of troops, the whole coast being surrounded with breakers; to which must be added, the supposed impossibility of finding anchorage for a fleet of transports: but these difficulties were surmounted by the indefatigable labours of Captain Rowley, seconded by the other naval officers, engineers, and pilots, in an attempt upon the island towards the close of the year.

On the 21st Nov., a large fleet of men of war and transports, under the orders of Vice-Admiral Bertie, having on board a body of troops about 8 or 10,000 strong, commanded by the Hon. John Abercromby, arrived at the place of rendezvous; and on the 29th, a landing was effected without opposition in Grande Bay †, about 12 miles to windward of Port Louis. Some skirmishing occurred till the 2d Dec., while the utmost exertions were making for attacking the forts; but on that day the Governor-General, De Caen, proposed terms of capitulation, which were settled and agreed upon by Major-Gene-

* The lower masts of the Wyndham, a recaptured Indiaman, were applied to the Africaine, whose masts had all fallen subsequent to her surrender to the French frigates. By the capture of the Venus, the ships of the squadron obtained a supply of stores of which they were almost destitute, and were enabled to complete their victualling to four months.

† A channel hitherto but little known, and which the enemy are supposed to have considered much too dangerous for a hostile fleet to attempt, was sounded by moonlight; and the Admiral's ship, piloted by the Master of the Boadicea, led the whole through in safety.

ral Henry Warde, and Captain Rowley, on the part of the British; and on the morning of the 3d, signed and ratified at head-quarters, by which the whole island, with an immense quantity of stores and valuable merchandize, six large frigates, three smaller ships of war, five gun-boats, three captured Indiamen, and twenty-eight merchant vessels, were surrendered to the English, whose total loss in accomplishing the conquest of this important colony did not exceed 150 men in killed and wounded *.

* No person could entertain a more accurate idea of the value of the Mauritius, in a political and commercial view, than the Abbé Raynal; who, as long ago as the middle of the last century, expressed his opinion as follows:

"The isle of France must always be allowed to be one of the most valuable possessions for any nation desirous of trading to Asia. It is situated in the African seas, just at the entrance of the Indian ocean. As it lies a little out of the common track, its expeditions can be carried on with greater secrecy. Those, who wish it was nearer to our continent, do not consider that if it were so, it would be impossible to reach the coasts of Malabar and Coromandel in a month's time, and the more distant gulfs in two months; which, to a nation, who like the French, have no sea-port in Hindostan, is an inestimable advantage. This island, though in the same parallel of latitude as the barren and scorching coast of Africa, is temperate, and comparatively healthy. The soil is stony, but tolerably fertile. Experience has shewn that it will produce most of the necessaries, and even some of the luxuries of life. Whatever it may want may be supplied from Madagascar, and from Bourbon; where the inhabitants have retained simplicity of manners, with a taste for husbandry. Great Britain sees, with a jealous eye, her rivals possessed of a settlement, which may prove the ruin of her flourishing trade with Asia. At the breaking out of a war her utmost efforts will certainly be aimed at a colony that threatens her richest treasures. What a misfortune to France, should she suffer herself to be deprived of it!"

Fatal experience has proved that no position could be more successfully adapted to the annoyance of British commerce in the Indian seas, than the Mauritius, while in the possession of France. It served as a place of rendezvous for the enemy's cruizers, where they could be refitted, and whither they might retire with their plunder. It was a *depôt* of captured produce; in which view it was resorted to by American traders, who brought that produce to Europe, which the French were unable to convey in their own merchantmen.

By the 8th article of the definitive treaty of peace between France and the allied powers, signed at Paris, May 30, 1814, the isle of France was ceded in full property and sovereignty to his Britannic Majesty. In our hands it is impregnable, as long as we command the seas, and may, perhaps, be rendered a station of some importance.

After the reduction of the Isle of France, three frigates were despatched on an expedition against the batteries of Tametava, on the coast of Madagascar, and to go from thence to root out the French from the Isle of Almerante, and some other places of minor importance; all which was happily accomplished: so that by the middle of January, 1811, there did not remain to the French a slip of territory in either of the Indies, nor a ship in the Indian ocean.

Captain Rowley returned to England with Vice-Admiral Bertie's despatches, in which most honourable mention was made of his long and arduous services; and on his arrival was appointed to the America, of 74 guns, in which ship he proceeded to the Mediterranean. The following is a brief outline of his services on that station, where he continued during the remainder of the war.

On the 9th May, 1812, being on a cruize in the Gulf of Genoa, in company with the Leviathan 74, and Eclair sloop, he chased a fleet of merchant vessels deeply laden under the batteries of Languilla. At day-break on the following morning, the marines were landed, and stormed the batteries, mounting 9 heavy guns and a mortar, whilst the boats of the squadron brought out 16 of the vessels, and destroyed the remainder. This service was performed with the loss of 4 men killed, 21 wounded, and 11 drowned. The latter was occasioned by the American's yawl being sunk by a chance shot from the only gun that could bear on the boats, as they approached the shore.

Captain Rowley subsequently commanded the squadron stationed on the coast of Sicily and Naples; but nothing of moment occurred until the month of December, 1813, when he made a descent on the coast of Italy, under a hope of surprising Leghorn: but this gallant enterprize failed through the threatening state of the weather, and the inadequacy of his force, which consisted of only three ships of the line, two frigates, two post sloops, a store-ship, and about 1,000 men belonging to the Italian Levy. The loss sustained by the squadron on this occasion was 1 man killed, 3 drowned, and 11 wounded; that of the troops was likewise inconsiderable. About 300 prisoners were taken in two skirmishes with the

enemy at Via Reggio and in the suburbs of Leghorn, and a great number slain and wounded *.

Early in the following year, Captain Rowley sailed from Palermo, with his squadron and a large fleet of transports, having on board the army under Lord William Bentinck, destined for the reduction of Genoa. The advanced guard having been landed considerably to the eastward, moved forward, supported by the shipping, dismantling the batteries as the enemy retired on their approach. On the 30th March, the forces of Santa Maria, with the forts and defences in the gulph of Spezzia, capitulated, after considerable resistance, to a party of seamen under the orders of Captain Dundas, of the Edinburgh.

On the 13th April, the main body of the army was landed at Recce, in the gulph of Genoa, and immediately pushed on towards that city, accompanied by the flotilla. On the 17th, every preparation being made for the attack, at day-light the troops moved forwards to drive the enemy from their positions without the town. The gun and mortar-vessels, with the ships' boats, armed with carronades, were advanced along the sea-line to attack the batteries: the greater part of the marines of the squadron were also embarked in the transports' boats, ready to land as occasion might require. As soon as the troops advanced, the whole of the flotilla opened their fire with such effect, that on the landing of the seamen and marines, and preparing to storm, the enemy deserted their batteries, and the whole of the sea-line without the walls, which were instantly taken possession of, and soon turned on the place, by this means drawing off a considerable portion of the enemy's fire.

At this moment, and greatly to the regret of the squadron, Sir Edward Pellew, with several line-of-battle ships, appeared in sight, which increased the alarm of the inhabitants, and induced the French Commandant to enter into a capitulation. On the following morning, the British troops were put in possession of the works, whilst the ships entered the Mole, where they found four fine brigs of war, besides a number of merchantmen. The capture of Savona by a detachment of the

* See Hon. Captain DUNDAS, in our next volume.

army, aided by a small squadron commanded by Captain Grant, completed the conquest of the Genoese territory. A 74-gun ship found on the stocks at Genoa, was launched and laden with the frame of another of similar dimensions. She was escorted to England by the America, in the autumn of 1814.

On the 2d Nov. 1813, Captain Rowley was rewarded with a patent of Baronetcy, for his eminent services on the Cape station. At the general promotion, Dec. 4, in the same year, he received the honorable appointment of a Colonel of Royal Marines. On the 4th June, 1814, he was advanced to the rank of Rear-Admiral; and in Jan. 1815, when the Order of the Bath was extended into three classes, we find him among the officers who were nominated to be Knights Commanders. He subsequently hoisted his flag on board the Impregnable, of 104 guns, and accompanied Lord Exmouth to the Mediterranean, where he remained but a short time, the hostilities occasioned by Buonaparte's return from Elba having ceased immediately after that adventurer's overthrow at Waterloo.

Towards the latter end of 1818, Sir Josias Rowley succeeded Sir Benjamin Hallowell as Commander-in-Chief on the Irish station, where he continued during the customary period of three years, with his flag in the Spencer, of 74 guns. In 1819, the corporation of the city of Cork presented him with its freedom in a silver box; and about the summer of 1821, he was chosen representative in Parliament for Kinsale.

Residence.—Drumsna, co. Leitrim, Ireland; and Albany B. 4, Piccadilly.

SIR EDWARD CODRINGTON,

Rear-Admiral of the Red; and Knight Commander of the most honorable Military Order of the Bath.

This officer is descended from the Codringtons, of Codrington, co. Gloucester, who were of considerable importance in the time of Henry IV *. He was made a Lieutenant in

* Sir Edward's immediate ancestor was created a Baronet in 1721. The title is at present in the possession of his elder brother, Sir Christopher Bethell Codrington, of Dodington in Gloucestershire.

1793; served as such on board Earl Howe's flag-ship, the Queen Charlotte, in the battle of June 1, 1794; and soon after that glorious event obtained the rank of Commander in the Comet fire-vessel. His commission as Post-Captain bears date April 6, 1795. He afterwards commanded in succession the Babet, of 22 guns, and Druid frigate. The former was with Lord Bridport, when that officer encountered the enemy's fleet off l'Orient; the latter assisted at the capture of a French frigate, armed *en flute*, on board of which were 400 hussars proceeding to join the rebels in Ireland, Jan. 7, 1797 *.

From this period we lose sight of Captain Codrington until the summer of 1804, when he joined the Argo, of 44 guns. From that ship he removed into the Orion, a third rate, in which he had the good fortune to be present at the memorable battle off Cape Trafalgar, and for his conduct on that occasion, was honored with a gold medal, and in common with the other officers of the fleet, received the thanks of both Houses of Parliament †.

Towards the latter end of 1808, our officer was appointed to the Blake, a new 74; and in the ensuing year we find him serving under Sir Richard J. Strachan, in the expedition to the Scheldt. On passing the batteries of Flushing, Aug. 15, the Blake had 2 men killed and 9 wounded; her commander's gallant behaviour was duly noticed in the official despatches relative to the reduction of that place.

In 1810, Captain Codrington was employed in the defence of Cadiz; he subsequently commanded a squadron stationed on the coast of Catalonia for the purpose of co-operating with the Spanish patriots, to whose cause he rendered very great assistance, by his active zeal, and the sound judgment with which he applied the force under his orders. He was appointed to a Colonelcy of Royal Marines, Dec. 4, 1813; advanced to the rank of Rear-Admiral, June 4, 1814; and from that period served as Captain of the Fleet on the American station under Sir Alexander Cochrane, whom he accompanied in the expeditions up the Chesapeake ‡, and against New

* See p. 388.

† For an account of the battle of Trafalgar, see p. 202, *et seq.*

‡ See p. 524, *et seq.*

Orleans *. He returned to England with the official account of the capture of Fort Boyer, which closed the war between

* The naval and military forces employed in the expedition against New Orleans, arrived off Chandeleur islands, Dec. 8, 1814; and on the 16th the first division of the army, commanded by Colonel Thornton, of the 85th regiment, took post upon the Isle aux Poix, a small swampy spot at the mouth of the Pearl river, where Sir Alexander Cochrane, Rear-Admiral Codrington, and Major-General Keane, joined them on the following day.

The officers who had been sent to reconnoitre Bayon Catalan (or des Pechours) at the head of Lac Borgne, now returned with a favorable report of its position for disembarking the army; having, with their guide, pulled up in a canoe to the head of the Bayon, a distance of eight miles, and landed within a mile and a half of the high road to, and about six miles below New Orleans, where they crossed the road without meeting with any interruption, or perceiving the least preparation on the part of the enemy.

The severe changes of the weather, from rain to fresh gales and hard frost, retarding the boats in their repeated passages to and from the shipping, it was not until the 21st, that a sufficient number of troops could be assembled at Isle aux Poix to admit of their proceeding. On the following day the gun-vessels, and such others as could be brought into the lakes, being filled with about 2400 men, the advance, consisting of about 1600, got into the boats, and at eleven o'clock the whole started, with a fair wind, to cross Lac Borgne; but before they had got within ten miles of the Bayon, the whole of the vessels grounded in succession; the advance, however, pushed on, and at about midnight reached the entrance.

A picquet, which the enemy had taken the precaution to place there being surprised and cut off, Major-General Keane, accompanied by Rear-Admiral Malcolm, who had been appointed to superintend the disembarkation, moved up the Bayon with the advance, and having effected a landing at day-break, took up a position across the main road to New Orleans, between the river Mississippi and the Bayon.

In this situation, about an hour after sun-set, on the 23d, and before the boats could return with the second division, an enemy's schooner of 14 guns, and an armed ship of 16, having dropped down the Mississippi, the former commenced a brisk cannonading, which was followed up by an attack of the whole of the American army. Their troops were, however, beaten back with considerable loss, and Major-General Keane advanced somewhat beyond his former position. As soon as the second division was brought up, the gun-vessels and boats returned for the remainder of the troops, the small-armed seamen and marines of the squadron, and such supplies as were required. On the 25th, Major-General Sir Edward Pakenham arrived at head-quarters, and took the command of the army.

The schooner which had continued at intervals to annoy the troops, having been burnt on the 27th by hot shot from the British artillery, and

Great Britain and the United States. The Rear-Admiral was nominated a K. C. B. Jan. 2, 1815.

Residence.—43, Charles Street, Berkeley Square.

the ship having warped farther up the river, the following day Sir Edward moved forward to within gun-shot of an entrenchment which the enemy had recently thrown up, extending across the cultivated ground from the Mississippi to an impassable swampy wood on his left, a distance of about 1000 yards.

It being thought necessary to bring heavy artillery against this work, and also against the ship which had cannonaded the army when advancing, guns were brought up from the shipping, and on the 1st Jan. 1815, batteries were opened, but without having the desired effect, in consequence of which the attack was deferred until the arrival of a reinforcement of troops under Sir John Lambert, who joined on the 6th.

In the proposed plan for the general attack upon New Orleans, it was decided to throw a body of men across the river to gain possession of the enemy's guns on the right bank; and for this purpose the canal by which the provisions and stores had been conveyed towards the camp, was widened and extended to the river; and about fifty boats having, in the day-time of the 7th, been tracked under cover and unperceived close up to the bank, at night the whole were after much labour dragged into the Mississipi, and placed under the command of Captain Roberts, of the Meteor, who had recently distinguished himself in a brilliant affair, to which we shall pay proper attention in our memoir of Captain Nicholas Lockyer, the officer who commanded on the occasion.

Early on the morning of the 8th, the 85th regiment and about 600 seamen and marines, under the direction of Colonel Thornton, Captain Money of the navy, and Major Adair of the latter corps, were landed without opposition; and the armed boats moving up the river as they advanced, this part of the operations succeeded perfectly; the Americans being driven from every position, leaving behind them 17 pieces of cannon, and the colours of the New Orleans regiment of militia; but the great loss sustained in the unsuccessful attempt to gain possession of the enemy's lines near the town, having induced Sir John Lambert (who had succeeded to the command of the army on the death of Sir Edward Pakenham) to send orders to Colonel Thornton to retire; after spiking the guns and destroying the carriages, the whole were re-embarked and brought back, the boats again dragged into the canal, and from thence to the Bayon, conveying at the same time such of the wounded as it was thought requisite to send off to the ships.

The loss of the British on the 8th was about 2,000 killed, wounded, and taken prisoners. The brave Sir Edward Pakenham, as soon as from his station he had made the signal for the troops to advance to the general assault, galloped on to the front, to animate them by his presence; and he was seen with his hat off, encouraging them on the crest of the glacis: it was there he received two wounds, one in the knee, and another in his body; he fell in the arms of his aid-de-camp, Major M'Dougall. This sad event

GEORGE PARKER, Esq.

Rear-Admiral of the Red.

At the commencement of the war with France, in 1793, we find this officer serving as First Lieutenant of the Crescent frigate, commanded by the present Sir James Saumarez. After the capture of le Réunion, already mentioned at p. 178, he was promoted to the rank of Commander in the Albicore sloop, on the North Sea station. His post commission bears date April 7, 1795. His next appointment was to the Squir-

happening in the sight of the troops, together with the Major-Generals Gibbs and Keane being both borne off wounded (the former mortally) at the same time, with many other commanding officers; and further, the preparations to aid in crossing the ditch not being so forward as they ought to have been, caused a wavering in the column, which in such a situation became irreparable; and as Sir John Lambert advanced with the reserve, at about 250 yards from the lines, he had the mortification to observe the whole falling back upon him in the greatest confusion. Thus circumstanced, Sir John, having placed the reserve in position, went to meet the naval Commander-in-Chief, whom he informed of the failure, and that he did not think it prudent to renew the attack. On the following day it was determined to retreat, and the whole army was accordingly re-embarked under the superintendence of Rear-Admiral Malcolm, who had been left to conduct the naval part of the expedition on the departure of Sir Alexander Cochrane to arrange for the reception of the troops, and prepare the fleet for further operations.

The laborious exertions and great privations of the officers and men of the squadron employed on this unfortunate expedition, very few of whom ever slept one night on board their ships for a period of about seven weeks, have never been surpassed. During that time a large army, with the principal part of its provisions, stores, artillery, ammunition, and the numerous necessary appendages, were all transported from the shipping to the head of the Bayon, a distance of 70 miles, chiefly in open boats, and conveyed back by the same tedious process in the most changeable and severe weather, notwithstanding which the utmost emulation and unanimity pervaded the whole.

After the failure at New Orleans, the armament proceeded to Isle Dauphine, where the troops were landed and encamped. From thence a detachment proceeded towards Mobile, and on the 11th Feb. compelled Fort Boyer to surrender. This was the concluding operation of the American war, the treaty of peace between the two countries being ratified by the President of the United States on the 17th of the same month.

rel, of 20 guns, and from that ship he removed, towards the close of 1796, into the Santa Margaritta frigate, in which, after serving for some time on the Irish station, he visited Jamaica, North America, the Mediterranean, and Leeward Islands. He retained the command of the Santa Margaritta during the remainder of the war*.

In the summer of 1805, Captain Parker commanded the Stately, of 64 guns, in the North Sea. From thence he was sent to the Baltic, where, on the 22d March, 1808, in company with the Nassau, another 64-gun ship, he fell in with the Prince Christian Frederick, a Danish 74, which surrendered after a running fight of near two hours, and soon after grounded near the island of Zealand. It being found impossible to get the prize afloat, the wind blowing strong on the shore, from whence the English ships were only two cables' length distant, and the Danes preparing their artillery, it was found necessary to set her on fire, by which means she was totally destroyed. The loss of the British on this occasion was trivial when compared with that sustained by the enemy. The former had 5 men killed and 44 wounded; the latter 55 slain and 88 wounded.

Captain Parker was soon after appointed to the Aboukir, of 74 guns, and continued in that ship until the autumn of 1813, when he exchanged into the Bombay, another third rate, attached to the Mediterranean fleet. He was advanced to the rank of Rear-Admiral, June 4, 1814.

Residence.—Yarmouth, Norfolk.

ROBERT PLAMPLIN, Esq.

Rear-Admiral of the Red.

At the commencement of the war with the French republic, in 1793, we find this officer serving as a Lieutenant on board the Syren frigate, in which ship H. R. H. the Duke of York went over to Holland.

As a mark of the high sense entertained by the Prince of

* Among the captures made by Captain Parker, in the Santa Margaritta, were l'Adour, of 16 guns, pierced for 20, and 147 men; la Victorine, of 16 guns and 82 men; the San Francisco, of 14 guns and 53 men; and le Quatorze Juillet, of 14 guns and 65 men.

Orange of the eminent services performed by Lieutenant Plamplin, when employed in a gun-boat at the defence of Williamstadt (at that time besieged by the French), and the attack of the enemy's batteries on the Moordyke, March 21, 1793*, H. S. H. ordered him to be presented with a medal, with a suitable inscription, value 500 guilders; and on his return to England, he was promoted to the rank of Commander.

Captain Plamplin's post commission bears date April 21, 1795; and in the same year we find him commanding the Ariadne, of 20 guns, in the Mediterranean, under the orders of the gallant Nelson. From that ship he was removed into the Lowestoffe frigate, and sent to England with the homeward-bound trade. He afterwards proceeded to the West Indies; but nothing of moment appears to have occurred during his continuance on that station.

On her return to Europe, in company with a fleet of merchantmen, the Lowestoffe, in working through the windward passage, went on shore upon the Great Heneaga, in the night of the 10th Aug. 1801, and was totally wrecked, but fortunately only a few lives were lost. On the 3d of the following month, Captain Plamplin was tried by a court-martial at Port Royal, for the loss of his ship; when it appeared on the clearest evidence, that his conduct had been judicious in every respect; and that but for the sudden change of the current after dark, the whole of the vessels under his charge, several of which were likewise wrecked, would have proceeded in safety through the passage. The court, therefore, after mature consideration, fully acquitted him of all blame in respect to their loss.

Our officer appears subsequently to have commanded the Antelope, of 50 guns, from which ship he removed about the autumn of 1805, into the Powerful, 74, and accompanied Sir John T. Duckworth to the Leeward Islands. From thence he was despatched to the East Indies with the intelligence of a French squadron being at sea, and the uncertainty of its destination.

On the 13th June, 1806, Captain Plamplin captured la Henriette, of 20 guns and 124 men; and in the following month,

* See note at p. 573.

la Bellone, of 30 guns and 194 men, both privateers, off Trincomalee. The latter vessel fired a broadside at the Powerful, and kept up a running fire within gun-shot, for a considerable time, by which 2 men were killed and 11 wounded on board that ship. La Bellone had 1 man killed and 6 or 7 wounded. She was a very superior sailer, and had cruized for several years with uncommon success against the British commerce in the Indian and European seas.

In the summer of 1809, our officer was appointed to the Courageux, another 74-gun ship, and commanded a division of the fleet under Sir Richard J. Strachan, in the expedition to the Scheldt. His next appointment was in 1812, to the Ocean, a second rate, in which he served on the Mediterranean station during the remainder of the war.

At the general promotion, June 4, 1814, Captain Plamplin was advanced to the rank of Rear-Admiral; and in 1817 he hoisted his flag in the Conqueror, 74, as Commander-in-Chief at St. Helena, where he continued during the customary period of three years. He arrived at Portsmouth on his return from thence, Sept. 9, 1820.

HON. SIR HENRY BLACKWOOD,

Baronet; Rear-Admiral of the Red; Knight Commander of the most honorable Military Order of the Bath, and of the Sicilian Order of St. Ferdinand and of Merit.

This officer, the youngest son of the late Sir John Blackwood, Bart., of Ballyliddy, co. Down, by the late Baroness Dufferin and Clanboye *, was born Dec. 28, 1770; entered the naval service under the protection of the late Admiral

* The Blackwoods are descended from an ancient Scottish stock. The family estate in Downshire was sequestered by James II's parliament, but restored on the accession of the Prince of Orange. Sir Henry's grandfather was created a Baronet in 1763. The descent of his mother was, by her paternal grandmother, from Archibald Hamilton, brother of James Viscount Clanboye, ancestor of the Earls of Clanbrassil. Her Ladyship was created Baroness Dufferin and Clanboye in 1800, the next year after her husband's demise. She was always admired amongst her numerous friends, for the dignity of her manner and the wit of her repartee.

M'Bride, and served as Midshipman with Admiral Cosby, on the Mediterranean station *. In 1790, we find him doing the duty of Signal-Midshipman on board the Queen Charlotte, bearing the flag of Earl Howe, from whom he received his first commission. On the memorable 1st June, 1794, he was senior Lieutenant of the Invincible, 74, and during the action went with a message from Captain Pakenham to Earl Howe; after the delivery of which he received orders from his Lordship to take possession of le Juste, a French 84-gun ship, whose fire had recently been silenced †.

On the return of the victorious fleet to Spithead, Lieutenant Blackwood was promoted to the rank of Commander, in the the Megæra fire-vessel. His post commission bears date June 2, 1795; and from that period until July 1796, we find him in the Nonsuch, of 64 guns, stationed as a floating battery at Hull. His next appointment was to the Brilliant, a small frigate, in which, after compelling a Spanish vessel of superior force to seek refuge under the batteries of Teneriffe, he sustained an action with two French ships of war each mounting 44 guns, and by a series of masterly manœuvres, succeeded in effecting his escape ‡.

Soon after this event, Captain Blackwood removed into the Penelope, a new frigate, of 36 guns, forming part of a squadron under the orders of Lord Nelson, on the Mediterranean station. In that ship, which for discipline, sailing, and manœuvring, was the admiration of every officer who there witnessed her, he was employed in the blockade of Malta and watching le Guillaume Tell, of 86 guns, bearing the flag of Rear-Admiral Decrès, who had escaped from the battle of the Nile, and taken shelter in Valette harbour. Under cover of a dark night, March 30, 1800, the French ship ventured out; but was soon descried by Captain Blackwood, who im-

* See note *, at p. 502. † See p. 119.

‡ The Brilliant was at the Nore during the mutiny in 1797, and four of her best seamen were severely flogged by order of the delegates for speaking disrespectfully of them. She was one of the ships ordered by the chief ringleader, Parker, to moor across the Thames, in order to obstruct the navigation of that river. See p. 160, *et seq.* In the following year, we find her at Newfoundland, under the orders of Vice-Admiral Waldegrave, now Lord Radstock.

mediately gave chace, and in less than an hour arrived close up with her. The superior sailing of the Penelope enabled our officer to place her so that she became only casually exposed to the enemy's stern-guns, whilst she repeatedly raked le Guillaume Tell within musket-shot, and with such effect that, just before the dawn of day on the 31st, the latter was reduced to her head-sails and spanker, and these were greatly damaged by the Penelope's fire. The Lion and Foudroyant, ships of the line, were thus enabled to come up in succession, and bring the enemy to close action, which continued with great fury on both sides for several hours, when le Guillaume Tell being totally dismasted, and, in consequence of her violent motion, unable to keep the lower-deck ports open, struck her colours, and was taken possession of by the Penelope. The total loss sustained by the British squadron appears to have been 17 men slain and 110 wounded; that of the enemy, about 200 killed and wounded *.

Captain Dixon, the senior officer present on this occasion, in his official letter to Commodore Troubridge, declared that he had not language to express the high sense of obligation he felt himself under to Captain Blackwood, for his prompt and able conduct in leading the Lion and Foudroyant to the enemy; for the gallantry and spirit so highly conspicuous in him, and for his admirable management of the Penelope. "*To your discriminating judgment,*" adds he, "*it is unnecessary to remark of what real value and importance such an officer must ever be considered to his Majesty's service.*" The French Admiral also did ample justice to Captain Blackwood's conduct, as appears by his letter, published in the *Moniteur*, in which he ascribes his capture to the heroic intrepidity of the commander of the English frigate, in previously bringing him to action, and damaging his rigging.

The Penelope towed the prize into Syracuse, after which she returned to her station off Malta, and assisted in the blockade of that island until its surrender, Sept. 5, 1800 †.

On the 7th Jan. 1801, Captain Blackwood received the royal permission to accept and wear the insignia of a Commander of the Sicilian Order of St. Ferdinand and of Merit.

* See p. 378. † See p. 281.

During the same year he served with considerable distinction under Lord Keith, on the expedition against the French in Egypt; after which the Penelope returned to England, and arrived at Spithead, March 19, 1802.

At the breaking out of the late war, Captain Blackwood was appointed to the command of the Euryalus, of 36 guns, then just launched; and in that frigate, on the coast of Ireland, under the late Lord Gardner, at Boulogne under Lord Keith, and off Cadiz with Viscount Nelson, he again distinguished himself by his activity and ability.

As every thing connected with the memory of Lord Nelson must ever be interesting to Britons, particularly those of the naval profession, we shall here give Captain Blackwood's account of the conversation he had with his Lordship on the morning of the glorious 21st Oct. 1805, the last day of that great commander's life.

"At six o'clock on the morning of the 21st, my signal was made to repair on board the Victory. In a few minutes I went on board, and had the satisfaction to find the Admiral in good, but very calm spirits. After receiving my congratulations, at the approach of the moment he so long and so often had wished for, he replied, '*I mean to day to bleed the Captains of the frigates, as I shall keep you on board until the very last minute.*' His mind seemed entirely directed to the strength and formation of the enemy's line, as well as to the effects which his novel mode of attack was likely to produce. He seemed very much to regret, and with reason, that the enemy tacked to the northward, and formed their line on the larboard instead of the starboard tack, which latter line of bearing would have kept the Straits' mouth open. Instead of which, by forming to the northward, they brought the shoals of Trafalgar and St. Pedro under our lee; and also with the existing wind, kept open the port of Cadiz, which was of infinite consequence to them. This movement was in a great degree the cause of Lord Nelson's making the signal to prepare to anchor, the necessity of which was impressed on his mind to the last moment of his life: and so much did he think of the possibility of the enemy's escape into Cadiz, that he desired me to employ the frigates, as much as I could, to complete the destruction of the enemy, whether at anchor or not; and not to think of saving ships or men; for annihilation to both was his first object, and capture but a secondary one. During the five hours and a half that I remained on board, in which I was not ten minutes from his side, he frequently asked me, *What I should consider as a victory?* the certainty of which he never for an instant seemed to doubt, although from the situation of the land he questioned the possibility of the subsequent preservation of the prizes. My answer was, 'That considering the handsome way in which battle was offered by the enemy, their apparent determination for a fair trial of strength,

and the proximity of the land, I thought if fourteen ships were captured, it would be a glorious result;' to which he always replied, '*I shall not*, BLACKWOOD, *be satisfied with any thing short of twenty.*' A telegraphic signal had been made by him to denote, *That he intended to break through the rear of the enemy's line, to prevent their getting into Cadiz.* I was walking with him on the poop, when he said, 'I'll now amuse the fleet with a signal;' and he asked me, 'If I did not think there was one yet wanting?' I answered, That I thought the whole of the fleet seemed very clearly to understand what they were about, and to vie with each other who should first get nearest to the Victory, or Royal Sovereign. These words were scarcely uttered, when his last well-known signal was made, ENGLAND EXPECTS EVERY MAN WILL DO HIS DUTY. The shout with which it was received throughout the fleet, was truly sublime. *Now*, said Lord Nelson, *I can do no more. We must trust to the Great Disposer of all Events, and the justice of our cause. I thank God for this great opportunity of doing my duty.* About 10 o'clock his Lordship's anxiety to close with the enemy became very apparent. He frequently remarked to me, that they put a good face upon it; but always quickly added, *I'll give them such a dressing as they never had before*; regretting at the same time the vicinity of the land. At that critical moment I ventured to represent to his Lordship the value of such a life as his, and particularly in the present battle; and I proposed hoisting his flag in the Euryalus, whence he could better see what was going on, as well as what to order in case of necessity. But he would not hear of it, and gave as his reason the force of example; and probably he was right. My next object, therefore, was to endeavour to induce his Lordship to allow the Temeraire, Neptune, and Leviathan, to lead into action before the Victory, which was then the headmost ship. After much conversation, in which I ventured to give it as the joint opinion of Captain Hardy and myself, how advantageous it would be to the fleet for his Lordship to keep as long as possible out of the battle, he at length consented to allow the Temeraire, which was then sailing a-breast of the Victory, to go a-head, and hailed Captain E. Harvey, to say such were his intentions, if the Temeraire could pass the Victory. Captain Harvey being rather out of hail, his Lordship sent me to communicate his wishes, which I did; when on returning to the Victory, I found him doing all he could to increase rather than diminish sail, so that the Temeraire could not pass the Victory: consequently, when they came within gun-shot of the enemy, Captain Harvey, finding his efforts ineffectual, was obliged to take his station a-stern of the Admiral."

"Of the Victory and Royal Sovereign," continues Captain Blackwood, "it would be impossible to decide which achieved the most. They both, in my opinion, seemed to vie with each other in holding forth a brilliant example to the rest of the fleet. They were literally in themselves a host. Admiral Villeneuve assured me, that on seeing the novel mode of attack intended to be made on the combined fleets, and which at that moment, he confessed, he could not in any way prevent, he called the officers of his ship around him, and pointing out the manner in which the

first and second in command of the British fleet were each leading his column, he exclaimed, *Nothing but victory can attend such gallant conduct.* When Lord Nelson found the shot pass over his ship, he desired Captain Prowse, of the Sirius, and myself, to go on board our ships, and in our way to tell all the Captains of line-of-battle ships, that he depended on their exertions; and that if, by the mode of attack prescribed, they found it impracticable to get into action immediately, they might adopt whatever they thought best, provided it led them quickly and closely along-side an enemy. He then again desired me to go away; and as we were standing on the front of the poop, I took his hand, and said, 'I trust, my Lord, that on my return to the Victory, which will be as soon as possible, I shall find your Lordship well, and in possession of twenty prizes.' On which he made this reply, *God bless you* BLACKWOOD, *I shall never speak to you again.*"

Previous to this parting, Captain Blackwood had witnessed with Captain Hardy, by Lord Nelson's desire, the paper that has been so often before the public; in which the services of the celebrated Lady Hamilton to her country, during her continuance at the court of Naples, were strongly recommended by the Admiral to the attention of Government*.

Towards the close of the action that ensued, and which terminated so gloriously for Great Britain, the Royal Sovereign, bearing the flag of Vice-Admiral Collingwood, being almost totally dismasted, the Euryalus was ordered to come and remain within hail of her, for the purpose of making the necessary signals; a service which Captain Blackwood performed with great attention. After the battle, the Vice-Admiral shifted his flag to her, that he might more easily communicate his orders to, and collect the other ships, and tow the Royal Sovereign out to seaward.

To alleviate the sufferings of the wounded prisoners, the humane successor of Nelson sent Captain Blackwood with a flag of truce to the Governor of Cadiz, proposing to give them up to the care of their own hospitals, on his sending boats for their conveyance, and giving receipts for their number; with an engagement that they should not serve again by sea or land until regularly exchanged: a proposal that

* An account of the last moments of Lord Nelson's life will be given under the head of Captain Sir THOMAS M. HARDY, in our next volume. Captain Blackwood went in his boat through the fire of both fleets, to obtain intelligence of his Lordship's safety; and arrived in the cockpit of the Victory as he was breathing his last.

was received with becoming thankfulness on the part of the Governor, and with the strongest expressions of gratitude by the whole country.

The Euryalus soon after returned to England, and her commander had the melancholy satisfaction of taking a part in the procession at the public funeral of his late noble friend. On this occasion he acted as train-bearer to the chief-mourner, Sir Peter Parker, Bart., Admiral of the Fleet.

At the commencement of the ensuing year, Captain Blackwood was appointed to the Ajax, of 80 guns; in which ship he accompanied Sir John T. Duckworth on the expedition against Constantinople *.

At 9h P. M. on the 14th Feb. 1807, the squadron being then at anchor off the Dardanelles waiting for a fair wind to run up, the Ajax was discovered to be on fire; and in ten minutes from the first alarm, the smoke had gained so much upon those who were endeavouring to stifle it, that several men fell down with buckets in their hands, from suffocation; and though it was bright moon-light, those on deck could only distinguish each other by speaking or feeling; consequently all attempts to hoist the boats out were ineffectual, and the destruction of the ship became inevitable.

On the flames bursting up the main hatchway, thereby dividing the fore from the after part of the ship, Captain Blackwood called to the people to go forward and save themselves as fast as they could. He had no sooner reached the forecastle himself, than all parts of the vessel abaft the centre of the booms appeared in a raging flame. After exhorting the officers and men, to the number of 400, who were assembled about him, to be cool, and depend on the boats of the squadron, and finding that he could no longer be of service to them, he jumped overboard from the sprit-sail yard; and, after being about half an hour in the water, was picked up by one of the boats of the Canopus, and taken on board that ship much exhausted.

The Ajax burnt all night, and drifted on the island of Tenedos, where she blew up at five o'clock next morning, with a most awful explosion. The unhappy sufferers of her ward-

* See p. 316, *et seq.*

room were Lieutenants Mitchell and Sibthorp; Captain Boyd of the Royal Marines; Mr. Owen, the Surgeon; and Mr. Donaldson, the Master. The Gunner, who had two sons on board, threw one of them into the sea, from whence he was taken up by one of the boats; but the poor man, going below for the other, perished in the flames. The remainder of the commissioned and warrant officers, 1 Surgeon's Mate, a Pilot, 17 Midshipmen, the Captain's Clerk, the Schoolmaster, 289 seamen, and 60 marines, were rescued, but several of them died after they were taken on board the different ships. Three merchants of Constantinople were on board: two perished; also a Greek pilot. One woman, out of three, saved herself by following her husband with a child in his arms down a rope from the jib-boom end. The total number whose lives were preserved, appears to have been 384.

The cause of this melancholy accident has never been exactly ascertained; but that there was a light in the bread-room, where there ought not to have been one, is certain; for when the First Lieutenant broke open the door of the Surgeon's cabin, the after bulk-head was already burnt down; and as the Purser's steward, his assistant, and the cooper, were among the missing, it is but reasonable to suppose the fire was occasioned by their negligence. In pursuance of the standing orders, Captain Blackwood had received the First Lieutenant's report of his having visited all parts of the ship, with the warrant officers and master at arms, and found all clear and safe: he had also received the particular report of the latter, but not that of the subaltern of the marine guard, who was accustomed to visit all below, and make his report at 9 o'clock; at which hour, as already stated, this unfortunate event took place.

During the subsequent operations of the squadron, Captain Blackwood served as a volunteer in the Royal George, bearing the flag of Sir John T. Duckworth, from whose official letter to Lord Collingwood, relative to the forcing of the passage of the Dardanelles *, we make the following extract: "To Captain Blackwood, who, after the unfortunate loss of the Ajax, volunteered to serve in the Royal George, great praise is due for his able assistance in regulating the fire of the middle and

* See p. 316, *et seq.*

lower-decks; and when the Royal George anchored, he most readily offered his services to convey a message to the Endymion, of great moment, her pilot having refused to take charge of the ship. From thence he gave his assistance to regulate the landing of the troops from the [Turkish] 64, and setting her on fire; indeed, where anxious service was to be performed, there was his earnest desire to be placed. His officers too requested to serve in the squadron; and their services, in passing through the Dardanelles, met with approbation."

Towards the latter end of 1807, Captain Blackwood, who had previously undergone the customary ordeal of a court-martial, and been fully acquitted of all blame on account of the loss of the Ajax, was appointed to the Warspite, a new third rate, fitting at Chatham; and in the summer of 1810, we find him commanding the in-shore squadron, off Toulon, consisting of the Warspite, Ajax, and Conqueror, 74's, Euryalus frigate, and Sheerwater brig. On the 20th July, a detachment of the enemy's fleet, consisting of six sail of the line, (one a three-decker) and four frigates, put to sea from that port for the purpose of liberating a frigate and convoy, which had been forced to take refuge in Bandol; and no less, to endeavour to cut off the Euryalus and Sheerwater; but the determined conduct of Captain Blackwood, who brought to in order of battle, with his little squadron, and engaged the headmost ships of the enemy's line, had the effect of completely frustrating their intentions, as regarded the English frigate and brig; though the latter was under their guns, and repeatedly fired at by one of the line-of-battle ships, and a frigate, but without being struck by either. For his gallantry on this occasion, Captain Blackwood had the satisfaction to receive the thanks of Sir Charles Cotton, the Commander-in-Chief on that station.

In the spring of 1813, soon after his return from the Mediterranean, our officer captured three American letters of marque, and several valuable merchantmen. He continued to command the Warspite during the remainder of that year; and in May, 1814, was appointed Captain of the fleet assembled at Spithead, under H. R. H. the Duke of Clarence, who, it will be remembered, hoisted his flag in the Impregnable, of 98 guns, on the occasion of the allied Sovereigns' visit to this

country. On the 4th of the following month, Captain Blackwood was advanced to the rank of Rear-Admiral, and shortly after to the dignity of a Baronet of Great Britain. In Aug. 1819, he was nominated a K. C. B., and about the same time appointed Commander-in-Chief in the East Indies, for which station he sailed in the Leander, of 60 guns, on the 7th Jan. 1820. He returned to England, Dec. 11, 1822.

Sir Henry Blackwood married, first, Jan. 12, 1795, Jane Mary, second daughter of Launcelot Crosbie, of Tubrid, Esq.; secondly, June 3, 1799, Eliza, fourth daughter of Captain Martin Waghorn, R. N.; and thirdly, May 9, 1803, a daughter of the late Governor Francis Gore. His eldest son is a Lieutenant in the Royal Navy.

JOHN ERSKINE DOUGLAS, Esq.

Rear-Admiral of the Red.

This officer was made a Commander in 1794, and obtained post rank, June 10, 1795. From that period he commanded the Garland, a small frigate, employed in the North Sea, until the commencement of 1798, when he removed into the Boston, of 32 guns, stationed off the coast of France. In the following year he proceeded to North America, where he captured and destroyed several of the enemy's ships, and for several months blockaded the Similante, a French frigate, of far superior force to the Boston, preserving his station, often within range of the enemy, during the heaviest gales and thickest fogs.

About the period of the temporary suspension of hostilities, in 1801, we find the Boston at the Leeward Islands, from whence she returned to Halifax, and continued to be actively employed on that station till the latter end of 1804, when Captain Douglas returned to England after an absence of nearly six years.

Soon after his arrival, our officer was apointed to the Impetueux, of 80 guns, forming part of the Channel fleet. From her he exchanged, early in the following year, into the Bellona, 74, and was again ordered to America, where he assisted at the destruction of the French ship, l'Impetueux, of 74 guns and 670 men, near Cape Henry *.

* See p. 400.

In the summer of 1807, Captain Douglas was entrusted with the command of a squadron stationed in the Chesapeake river. Whilst so employed, he had occasion to enter into a spirited correspondence with the Mayor of the town of Norfolk, in consequence of one of the ships under his orders having searched an American frigate for British seamen who had deserted to her. The particulars of this event will be given under the head of Captain S. P. Humphreys, in our next volume.

On the Bellona's return to Europe, she was attached to the Channel fleet, and formed part of the force under Lord Gambier at the destruction of the enemy's ships in Aix Roads, in the month of April, 1809. She was afterwards employed in the North Sea; and, on the 18th Dec. 1810, captured the French privateer, le Heros du Nord, of 14 guns and 44 men. Captain Douglas's next appointment was in the spring of 1812, to the Prince of Wales, a second rate, in which he served on the Mediterranean station during the remainder of the war. His advancement to the rank of Rear-Admiral took place June 4, 1814; and at the latter end of 1815, he was nominated Commander-in-Chief at Jamaica, where he continued during the usual period of three years.

RIGHT HONORABLE

GEORGE VISCOUNT TORRINGTON,

Rear-Admiral of the Red; Doctor of the Civil Law; Fellow of the Royal Society; Patron of the Maidstone Masonry Society; a Vice-President of the Literary, and Covent Garden Theatrical Funds, and of the Merchant Seamen's Auxiliary Bible Society, the Seamen's and London Hospitals, the Mile End Philanthrophic Society, the Eastern Dispensary, and the British and Foreign Philanthropic Society.

THIS nobleman is descended from the Byngs, of Wrotham, co. Kent, who flourished in the reign of Hen. VII. In that of Elizabeth, Thomas Byng was Master of Clare Hall, Regius Professor of Civil Law, and Vice-Chancellor of the University of Cambridge. Robert, his elder brother, and ancestor of the subject of this memoir, served for the borough of Abingdon in the first parliament of that Queen, and also in the 34th

year of her reign. His eldest son, George, received the honor of knighthood from Queen Anne, for his gallant behaviour in the battle off Malaga *; and after performing many other signal services, he was raised to the dignity of the peerage by the title of Baron Byng of Southill, co. Bedford, and Viscount Torrington, of Torrington, in Devonshire. He died First Lord Commissioner of the Admiralty, Jan. 17, 1733, in the 80th year of his age. The unfortunate Admiral John Byng, who after giving many proofs of courage, was at length shot upon a dubious sentence for neglect of duty, March 14, 1757, was his fourth son †.

The officer of whose services we are now about to speak, is the eldest son of John, fifth Viscount (great-grandson of the first peer), formerly a Colonel in the 3d regiment of Guards, and afterwards a Commissioner of the Stamp Office, by Bridget, daughter of Commodore Arthur Forrest, who died Commander-in-Chief at Jamaica, and was buried at Kingston in that island ‡. Lord Torrington's maternal grandmother was also connected with the navy, from her birth, having been born on board H. M. S. Prince Frederick, on the passage to Jamaica, on St. Cecilia's Day, whence she was christened Cecilia Frederica Marina. George Byng, the subject of this memoir, was born in London, Jan. 5, 1768, and received the rudiments of his education under the late Dr. James, at Greenwich; from whence he was removed to a respectable seminary at Paddington, conducted by a Mr. Boucher. Being destined for the naval profession, he embarked Feb. 23, 1778, as a Midshipman on board the Thunderer, of 74 guns, commanded by the Hon. Boyle Walsingham §, which ship formed part of the fleet under Admiral

* Aug. 13, 1704.

† Admiral Byng's trial, with all the extraordinary circumstances connected therewith, form a very interesting portion of the second volume of Horace Walpole's Memoirs of the last ten Years of the Reign of Geo. II., recently published from the original MSS.

‡ Commodore Forrest died May 26, 1770: a memoir of this gallant officer, with a portrait, will be found in the Nav. Chron. v. 25, p. 441. His son, Thomas Forrest, Esq., died at Gibraltar in 1780, of wounds he received when third Lieutenant of the Ajax, in the action between Sir George B. Rodney and Don Juan de Langara. See note †, at p. 3 of this volume.

§ Afterwards a Commodore, and perished in the West n dies. See note at p. 68.

Keppel, in the action with the Count d'Orvilliers, on the 27th July, in the same year *. Some time after that event, Mr. Byng joined the Alarm frigate, Captain Sir Richard Pearson †, and subsequently the Active, of 32 guns, Captain Thomas Mackenzie ‡. In the latter vessel he was engaged in the affair at Porto Praya, between Commodore Johnstone and M. de Suffrein; an account of which will be found in our memoir of Sir Henry D'Esterre Darby.

The Active was one of the squadron afterwards detached by the Commodore to escort a fleet of transports and merchant ships to the East Indies; and on her arrival there, Mr. Byng was received on board the Superb, of 74 guns, bearing the flag of Sir Edward Hughes, the gallant protector of India; under whom he served in two severe actions with de Suffrein, one of the ablest officers that the French marine has ever produced §. In the last of these conflicts Mr. Byng had a very narrow escape, all the men at the gun at which he was stationed being either killed or badly wounded by the destructive effects of a single shot, whilst he himself received no material injury, although struck by a splinter.

Some time previous to this event, the Superb having been dismasted, and otherwise greatly damaged in a heavy gale of wind, Sir Edward Hughes was obliged to shift his flag, *pro tempore*, into the Sultan, of the same force. On the 5 th Nov. 1783, the former was driven from her anchors in Tellicherry Road, and drifting towards the shore, she struck upon a rock and sank; but fortunately her crew were saved.

Hostilities having ceased soon after the last battle, the Commander-in-Chief sailed for Europe, and Mr. Byng was removed into the Defence, 74, bearing the broad pendant of Commodore, afterwards Sir Andrew Mitchell, with whom he returned to England in the month of Dec. 1785. On his ar-

* See note †, at p. 195.

† Sir Richard Pearson was the officer who so nobly defended the Serapis, a 44-gun ship, against a squadron commanded by the noted Paul Jones, Sept, 23, 1779. He died Lieutenant-Governor of Greenwich Hospital, in 1806.

‡ Captain Mackenzie commanded the Gibraltar, of 80 guns, in Earl Howe's action, June 1, 1794; and died a Flag-Officer, Sept. 20, 1813.

§ An account of the different encounters between those officers will be found at pp. 135, 242, &c.

rival, he passed the usual examination for a Lieutenant; soon after which he joined the Jupiter, of 50 guns, the flag-ship of the late Sir William Parker, on the Leeward Island station, and served under that officer during a period of three years.

A short time previous to Commodore Parker quitting the West Indies, a vacancy occurring for a Lieutenant, he sent for Mr. Byng, who was at that time the only gentleman on what is usually called the Admiralty list, and a brother Midshipman, the present Rear-Admiral Bingham, and desired them to throw a die for the appointment: it was done, and the latter proved successful. Of this mode of disposing of a commission to which Mr. Byng considered he had a superior claim, he naturally complained; however, the start he subsequently got of his competitor, was no doubt considered by him as an ample compensation for the mortification of the moment.

Commodore Parker was succeeded by the late Sir John Laforey, and Mr. Byng was received by the latter on board the Trusty, 50. At length, in the month of Sept. 1790, after more than twelve years active service, in the course of which he had participated in no less than four general actions, our officer received a commission from England, promoting him to the rank of Lieutenant, in which capacity he returned home in the Shark sloop of war.

Early in the ensuing year Mr. Byng was appointed to the Illustrious, of 74 guns, Captain (now Sir C. M.) Pole; from that ship he removed into the Druid frigate, as first Lieutenant, and in her assisted at the capture of several privateers, merchantmen, and smugglers. His next appointment appears to have been to the Impregnable, a second rate, bearing the flag of Rear-Admiral Caldwell; but ill health compelling him to go to sick-quarters, he was thereby unfortunately prevented from sharing in the glories of the memorable first of June, 1794. He however rejoined his ship on her return to port*, and in the month of Oct. following was advanced to the rank of Commander, in the Ferret sloop, employed in the North Sea. We subsequently find him acting as Captain of the Ar-

* Mr. Buller, who had superseded Lieutenant Byng in the Impregnable, was mortally wounded in the battle.

tois frigate during the temporary absence of the present Sir Edmund Nagle.

On the 18th June, 1795, Captain Byng was made post, into the Redoubt, of 20 guns, stationed as a floating battery in the river Tyne, where he rendered essential service to the shipping interest, by his spirited conduct in suppressing an unlawful combination of the seamen, entered into for the purpose of extorting exorbitant wages. For his conduct on that occasion he received the thanks of the Trinity House at Newcastle, and the Corporation of North Shields, as also of the ship-owners of those places *.

Our officer's next appointment was to the Mercury, of 28 guns, attached to the squadron on the Newfoundland station, under the orders of Sir James Wallace. In 1796, when the French Admiral Richery invested that settlement with seven ships of the line and three frigates, having 2,000 troops on board, the Vice-Admiral defended it with one ship of 50 guns, two frigates, and two sloops; and, aided by the bravery and vigilance of Captain Byng and the other officers of his small squadron, ultimately succeeded in compelling the enemy to abandon their project of subjugating the colony.

In the following year, 1797, Captain Byng was appointed to the Galatea, of 32 guns, in which frigate he cruized during the remainder of the revolutionary war, on the coasts of France and Ireland, and captured several armed vessels, one of which was le Ranger, a French corvette of 14 guns; he also recaptured the Kenyon, a British West-Indiaman, valued at 40,000*l.*

Towards the latter end of the year 1801, Captain Byng was

* The following is an extract from the Times and Newcastle Advertiser:

"*Newcastle, Oct.* 20, 1795.

"At a meeting of ship-owners, held in the Trinity House in Newcastle-upon-Tyne this day,—

"Resolved unanimously,

"That the thanks of this meeting be given to George Byng, Esq. commander of H. M.'s floating battery Redoubt, at Shields, for his spirited conduct in suppressing the late violent proceedings of the seamen, when stopping ships proceeding to sea, with a view to extort exorbitant wages: and that the same be conveyed by letter, from the Chairman; which was accordingly done by Mr. Lawton, the Chairman: also the thanks of the mayor and corporation, and gentlemen ship-owners of North Shields."

elected a Burgess of the ancient borough of Plymouth. This mark of respect was paid him upon his return from a cruize in the Bay of Biscay, during which the Galatea encountered a violent hurricane, and had nearly foundered; her mizen-mast was carried over the side, at the same time her fore and main-top-masts also went, though there was not a stitch of canvas set. One man went over with the mizen-mast, and several others were much hurt.

Subsequent to the treaty of Amiens, the Galatea was stationed on the S. W. coast of Ireland, for the suppression of smuggling; and Captain Byng continued on that service until the month of May, 1802, when he was compelled to relinquish his command, in consequence of ill health, occasioned by long and severe cruizes during the preceding winter.

On the renewal of the war with the French republic, Captain Byng, then in a state of convalescence, tendered his services, and was immediately appointed to the Texel, of 64 guns, as commanding officer of the block-ships stationed in the Medway; and on the retirement of Earl St. Vincent from the Admiralty, that nobleman paid Captain Byng the flattering compliment of promoting his First Lieutenant and two Master's-Mates to superior ranks.

In the month of August, 1804, our officer was appointed to the Malabar, of 50 guns, and commanded that ship until Mar. 1805, when he removed into the Belliqueux, of 64 guns; and in the following autumn, accompanied the late Sir Home Popham on an expedition against the Cape of Good Hope. The squadron, having on board a body of troops under Major-General Sir David Baird, arrived in Table Bay, Jan. 4, 1806; and on the 18th of the same month, the Dutch Governor (Janssens) having signed a capitulation for a general surrender, England became once more possessed of one of the most important settlements in the world, and which has since been permanently annexed to the British empire.

The land forces employed on the above occasion, were strengthened by a marine battalion, commanded by Captain Byng, from whose great exertions the service derived much benefit, which was warmly acknowledged by the joint commanders in their respective despatches, wherein they highly commended "the perseverance and determination with which

Captain Byng, the officers and seamen under his command, overcame the obstacles opposed by an extreme difficulty of country to the conveyance of artillery *."

The presence of the ships belonging to the East India Company, which had assisted in the reduction of the Cape, being no longer necessary, Captain Byng was directed to escort them to Madras; on his arrival at which place he received an address from their commanders, some of whom had served with the Marine Brigade, expressive of the sense they entertained of his constant and unremitting attention to them, and requesting his acceptance of a piece of plate, of the value of 100*l.* as a testimony of their respect.

In the course of the same year, the Belliqueux formed part of Sir Edward Pellew's squadron at the capture and destruction of a Dutch frigate, seven brigs of war, and about twenty armed and other merchant-vessels, in Batavia Roads †. During the operations, the Commander-in-Chief publicly expressed his satisfaction at Captain Byng's activity and good conduct, by the telegraphic signal, "*Your zeal I have noticed.*"

From this period nothing material occurred until 1809, when our officer hoisted a broad pendant on being appointed to con-

* Extract from Sir David Baird's public despatches, addressed to Viscount Castlereagh.

"*Cape Town, Jan.* 12, 1806.

"On every occasion where it has been found necessary to call for the co-operation of British seamen in land enterprizes, their valor has been so conspicuous, and their spirit of labor and perseverance so unconquerable, that no tribute of my applause can add a lustre to their character; but I discharge a most agreeable portion of my duty in assuring your lordship, that in the recent employment of their services they have maintained their reputation. And in this place it behoves me to inform your lordship, that the uniform good conduct of those gallant fellows, and the zeal of Captain George Byng, who commanded them, together with that of every subordinate officer, have merited my fullest approbation."

The heroic Captain Hardinge, who afterwards commanded the St. Fiorenzo, and fell in action with la Piedmontaise, served on shore under the orders of Captain Byng, with whom he had sailed from England as a passenger to join the Salsette frigate at Bombay. On quitting the Belliqueux, he thus addressed her commander:—

"Amongst the sensations which an event like this awakens, the only painful one is, that I am to be separated from those I love, and for a period so indefinite. But no space or time can ever separate me from you."

† See p. 223.

duct an armament sent from Bombay to occupy the island of Roderiguez, and thus pave the way for the reduction of the isles of Mauritius and Bourbon. This object was successfully accomplished; and Captain Byng had the satisfaction of receiving the thanks of the Government of Bombay, together with a present of 300*l.* for the very cordial and important assistance afforded by him to the military under the command of Lieutenant-Colonel Keating.

The Belliqueux continued on the East India station until the month of June, 1810, at which time Captain Byng received orders to proceed to China, for the purpose of affording protection to the homeward-bound trade. On the 14th Feb. 1811, he sailed from Macao Roads, in company with seven of the Hon. Company's ships; and, after encountering very tempestuous weather in the vicinity of the Cape of Good Hope, arrived with his charge at St. Helena (May 15), where he was joined by the Menelaus and Chiffonée frigates, five Indiamen, and several South-Sea-whalers, the whole of which reached the Downs in safety, on the 8th of August following.

Previous to leaving India for China, the Belliqueux had exchanged 50 of her healthy men, for a similar number from other ships, whose constitutions had been much impaired by a service of ten years and upwards, in the oriental tropics: she also received on board 32 men invalided from various diseases. During the voyage from China to England, no less than 224 men had been placed on the sick list, the whole of whose cases happily yielded to medical treatment, to which due efficacy had been given by a light and proper diet of fresh food, very large quantities of which had been procured through the liberal donations and judicious arrangements made by Captain Byng *.

* In the Naval Chronicle, vol. 28, p. 57, and six following, there appears a letter from R. W. Bampfield, Esq. late Surgeon of the Belliqueux, recording the mode of treatment adopted towards the patients, from which we make the following extracts, illustrative of the benevolent exertions of Captain Byng:

P. 59. "The useful experience acquired by a residence in India," says the writer, "of the most prevailing diseases on long voyages, had taught us, that the scurvy, contrary to received opinion, is sooner induced in a tropical, than in a cold climate; and is not only most destructive itself, but impedes the cure of all other diseases, or aggravates them; while we had as-

The Belliqueux was paid off at Chatham, soon after her arrival; and the Right Hon. Charles Yorke, then at the head of

certained, that the oriental diseases would commonly yield to experienced medical treatment, if a proper diet could be obtained. Preparations were therefore made to check this Boa Upas of sailors in the East.

"Arrangements had been made to allot a retained proportion of the vegetable money, drawn by the Purser, to purchase a sea stock, to which was added a donation of 150 dollars from Captain B. With these sums were purchased twelve dozen fine capons, 2000 pounds of potatoes, 200 pounds of carrots, 798 pounds of pomkins, 500 pounds of dry onions, two catties of rusk; and about 2000 pounds of onions and nopal leaves were pickled on board, with good vinegar, and plenty of nutmeg, mace, cinnamon, ginger, and pepper, the native spices of India, under the direction of Mr. W. Griffiths, Assistant-Surgeon. Besides which, the Captain, with his usual attention to every circumstance that tended to exemption from disease, and the recovery of the sick, directed six bullocks to be carried to sea, to be killed at different periods of the voyage, for distribution among the sick and scorbutics; and supplied occasionally a quarter of mutton from his own stock. The carrots were packed in dry sand, in the way directed to be preserved by the College of Physicians; but they fermented, and became putrid in a fortnight. The pomkins should be turned daily, or the juice they contain will gravitate to the most depending part, and occasion putrefaction."

P. 61. "The arrangements to prevent the access, and counteract the progress of scurvy, were these: Every man who was sick, or had a small wound or ulceration, or who had evinced a predisposition to scurvy on former voyages, or who became scorbutic in the course of the present one, was supplied with one pound of potatoes on four days in the week, except when beef or mutton was served; and an unlimited allowance of pickles on the other three days, with his salted meats. The pomkins, with lime-juice, orange-peel, and spices, made good mock apple pies. When a bullock was killed, or when a donation of a quarter of mutton was presented from the Captain, all were supplied with soup and meat, with abundance of vegetables. The capons, with onions, pomkin, and rusk, made excellent soup, and a light diet for the worst cases of disease; and it was found, that a fine capon, thus cooked, was sufficient to dine from four to eight, and sometimes ten, as the appetite becomes much impaired in all oriental diseases.

"The Captain's wines, and other luxuries of his store-room, were at the service of those who wished or required them; and he sometimes condescended to see the ingredients he furnished for soup, put in the kettle himself."

P. 62. "It is well known, that the supply of animal food at St. Helena, is not only very dear, but very limited, and only granted by an order of the Governor in Council. Here was an occasion that displayed the lively interest Captain Byng felt for the health and welfare of the seamen under his command: * * * * * *: by his earnest representations to the Go-

the Admiralty, immediately offered Captain Byng the command of either of the new 74's about to be commissioned; but our officer, preferring a ship of the old construction, made choice of the Warrior, to which he was accordingly appointed. Some time after this event, he received a letter from the Secretary of the India House, communicating the thanks of the

vernor, and the address he employed in conciliating and gaining his attention, he obtained more bullocks and sheep than had ever been allowed to one ship; while a recent and liberal regulation of the Commissioners for victualling the navy, furnished ample supplies of vegetables, which, on this island are good, abundant, and dear. A beautiful water-fall descends from a high precipice, at the extremity of James's Valley, and forms a fine clear rivulet, which, in its meandering course through the valley, exhibits on its surface the green leaf of the water-cress growing in luxurious abundance. Hither the convalescents and some scorbutics were daily sent to eat this wholesome vegetable, and to perform the task of gathering two or three bags of cresses for the use of the ship's company.

"The strength of the people was much recruited, and the scorbutic dispositions corrected, by the salutary refreshments we procured at the island; from which we departed on the 9th June. * * * * * * * Captain Byng directed as large a proportion of vegetables as was deemed necessary, to be reserved out of the liberal allowance of Government, for a sea stock, and presented a donation of 100 dollars, for the purchase of poultry, sheep, and other articles useful to the sick. Nearly the same quantity of vegetables and pickles was preserved as in China; but the enormous price of ten shillings for a large fowl, greatly limited the stock of poultry, a circumstance which was compensated by the Captain ordering some of the sheep bought for the ship's company, to be exclusively appropriated, during the voyage, to the use of the sick, and those who should become scorbutic."

p. 63, "————Ninety-one cases had been placed on the sick list, during the voyage from St. Helena to England, and some few scorbutics, but not one of the Belliqueux' had been lost from disease, during the whole voyage from China."

Mr. Bampfield is the Author of "*Practical Treatises on Tropical and Scorbutic Complaints,*" published in 1818, and dedicated to Viscount Torrington, "as a tribute of respect, due to the benevolence, zeal, and ability, which his Lordship displayed in his earnest efforts to preserve the lives of those confided to his command, and in his judicious, and, at last, eminently successful arrangements, to prevent the scorbutic form of disease treated of in that work from prevailing among them; as a sense of obligation for the condescension and humane feeling with which his Lordship received and adopted every suggestion for their welfare; and as a grateful offering for some personal acts of friendship conferred during ten years' associated services."

Court of Directors "for his care and attention to the fleet recently under his convoy; and informing him, that in consideration of the zeal and attention to the Company's interests, evinced by him on various occasions, the Court of Directors had resolved to present him with the sum of 1,000 guineas for the purchase of a piece of plate, as an acknowledgement of his services." Captain Byng succeeded to the title on the demise of his father, Jan. 8, 1813. That nobleman had survived his brother, George, the fourth Viscount, only 14 days.

The Warrior was principally employed in the Baltic and North Seas, under the Admirals Young, Foley, and Hope, by whom our officer's conduct on all occasions, was most warmly approved*; and in the year 1813, when our neighbours, the Dutch, having thrown off the yoke of Napoleon Buonaparte,

* The Editor avails himself of this opportunity to acknowledge the obligation conferred upon him by the officer who so kindly furnished him with the following copies of testimonials from several of the distinguished characters under whom Lord Torrington served when in the command of the Warrior:

"My Lord.—It is so much the duty of a Commander-in-Chief to do justice to the merits of officers who serve under his command, that I can have no hesitation in bearing testimony to your's, during the time of your serving in the fleet in the North Sea; and in so doing, I have great pleasure in being able to say, that from the time of your joining the fleet to that of your being removed from it, I had every reason to be satisfied with the zeal, attention, and alacrity, with which you performed every service on which you were employed.

"I had frequent occasions to be pleased with your anxiety to be employed on active service, and particularly with the earnest desire you expressed to be allowed to serve on shore when the seamen and marines were landed to capture, and to defend the Islands of Zealand.

(Signed) "W. Young, Admiral."

"I have great satisfaction in stating, that during the time the Warrior was under my flag, I had every reason to approve of the manner in which the service was conducted in that ship, and that I always considered the promptitude and regularity, which I could not fail to observe, as the effect of the correct system of discipline established by your Lordship.

(Signed) "R. Bickerton, Admiral."

"I can with truth say, I had every reason to approve and applaud your conduct in every respect, while I had the honor of being on service with your Lordship.

(Signed) "Thos. Foley, Vice-Admiral."

"I have pleasure in stating, that wherever I have had the pleasure of serving with you, both this war and the last, in frigates and ships of the

recalled the ancient House of Nassau to rule over them, he was selected to convey William Frederick, Prince of Orange, to his native country, for the purpose of assuming the station and honors so long enjoyed by his progenitors.

His Serene Highness embarked on board the Warrior in the Downs, Nov. 25th, and on the following morning sailed for the coast of Holland; but owing to unfavorable winds, did not reach Scheveling until the 30th, when the Prince and Lord Clancarty, the British Ambassador, with their respectives *suites*, landed amidst the hearty huzzas of the numbers assembled from all parts to witness their debarkation. H.S.H. was attended to the Hague by Lord Torrington, whom he favored with the most gracious expressions for his attention, accommodation, and hospitality, during the time he had the pleasure of being his guest. The same illustrious individual afterwards conferred upon his Lordship the insignia of the Order of Wilhelm of the Netherlands, for which an elegant gold-hilted sabre, with a suitable inscription, has since been substituted.

Lord Torrington subsequently convoyed a fleet of merchantmen to the West Indies; and during his absence was advanced to the rank of Rear-Admiral, by commission dated June 4, 1814.

On perusing the foregoing sketch of the Viscount's professional career, drawn from various authentic sources, it will be seen that 33 years and a half of his life have been spent in active service at sea; 15 of which in the East and West Indies. An impaired state of health, occasioned thereby, and the claims upon his attention of a numerous progeny, obliged him, in 1818, to decline the offer of a foreign command*: his time, however, is not mis-spent, being divided between his family, his senatorial duties, and the amelioration of the condition of his poorer fellow subjects.

We are not aware of his Lordship ever having published

line, I always thought the ships you commanded excellent, efficient men of war, and had full confidence in your zeal and ability.

(Signed) "GRAHAM MOORE."

This latter officer, when appointed to a command in the Baltic, proceeded thither in the Warrior.

* The chief command at the Leeward Islands was offered to Lord Torrington previous to its being tendered to Rear-Admiral Donald Campbell, who died Nov. 11, 1819.

any work, though the pages of the Naval Chronicle are enriched with numerous hydrographical communications made by him. We are likewise ignorant of the periods at which he attained the degree of D. C. L., and the no less creditable designation of F. R. S.

Viscount Torrington has been twice married: his first wife was Elizabeth, daughter of Philip Langmead, of Hoegate-house Plymouth, Esq. M. P. His present lady, to whom he was united Oct. 5, 1811, is the second daughter of Sir Robert Barlow, K. C. B., late Commissioner of Chatham Dock-yard, and niece to Sir George H. Barlow, Bart.

Residence.—Yotes Court, near Meriworth, Kent.

ROSS DONNELLY, Esq.

Rear-Admiral of the Red.

This officer, a son of the late Dr. Donnelly, entered the naval service early in the American war; served under Vice-Admiral Arbuthnot; and was employed in a battery during the siege of Charlestown, in 1780 *. Some time after the capture of that place, he had the misfortune, when in charge of a prize, to be taken prisoner by the enemy, who inhumanly turned him adrift, with his crew, in an open boat, without oars or provisions, and in that helpless condition left him to find his way to Trepassay, where he arrived in a state of exhaustion, after a laborious pull of two days and a night. In the following year, he was promoted by Rear-Admiral Edwards to the rank of Lieutenant, in the Morning Star, of 16 guns, on the Newfoundland station; from which vessel he removed into the Cygnet sloop of war, as first Lieutenant. His next appointment was to the Mediator, 44, commanded by Captain Luttrell, with whom he continued till that ship was put out of commission, at the end of the war, in 1783.

We next find Mr. Donnelly serving as Mate of an East Indiaman, in which capacity he continued from 1785 till the commencement of the war with France, in 1793, when he was appointed first Lieutenant of the Montagu, a 74-gun ship, commanded by the gallant Captain James Montagu, who, it will be remembered, fell in the glorious battle of

* See Retired Captain Sir A. S. Hamond, in our next volume.

June 1, 1794 *, on which memorable day Mr. Donnelly particularly distinguished himself, as will be seen by the following extract from Earl Howe's public letter relative to that important event:—

"Special notice is also due of the Captains Nicholls of the Royal Sovereign, and Hope of the Bellerophon, who became charged with, and well conducted those ships, when the wounded Flag-Officers under whom they respectively served therein, were no longer able to remain at their posts; and the Lieutenants Monkton of the Marlborough, and Donnelly of the Montagu, in similar situations."

Previous to her breaking through the enemy's line, the Montagu, then under the direction of Lieutenant Donnelly, was the next ship to the Royal George, bearing the flag of the late Lord Bridport, from whom our officer, shortly after his arrival at Plymouth, received the following kind letter:—

"*Portsmouth, June* 18, 1794.

"Sir,—I acquaint you that I have transmitted to Lord Chatham your letter, and have given my opinion to his Lordship on your just claim to promotion, which I shall rejoice to see fulfilled. As Lord Chatham is expected here every day, and the King will certainly visit his fleet about the 29th, I have reason to suppose that some promotion will take place, in which I hope you will be included.

"I am, Sir, your sincere and obedient humble servant,
(Signed) "ALEXR. HOOD."

That the claim alluded to by that distinguished commander would have been backed by the testimony of Captain Montagu, had he survived the combat, may be inferred from the contents of a letter written by the present Admiral of that name to Lieutenant Donnelly, dated the same day as the above:

"Dear Sir,—I have taken the liberty of begging your acceptance of a sword belonging to my late poor brother; it will remind you of a man who at all times spoke of you in the highest terms of regard and approbation.

"I am, dear Sir, your most obedient humble servant,
(Signed) "GEO. MONTAGU †."

* See note at p. 77. Much has been said by various writers on naval subjects, of the manner in which the French fleet was manned; but no mention has been made of the ineffective state of the British ships, when they first put to sea to meet the republicans. An idea thereof may be formed from the circumstance of the Montagu having joined the grand fleet with only 13 men, including the quarter-masters, able to take the helm; 7 in one watch, 6 in the other. The captain of her fore-top had only been 15 months at sea. The Ramillies was equally destitute of able seamen; and many others nearly so.

† A memoir of this gallant officer will be found at p. 39.

Unfortunately for the subject of this memoir, the same liberality in rewarding merit which has been subsequently evinced, was not displayed at that period; and, notwithstanding the expectations raised by the subjoined reply of Lord Howe to an application in his favor from the Earl of Tankerville, he appears not to have been advanced to the rank of Post-Captain till June 24, in the following year:—

"*Portsmouth, July* 2, 1794.

"My Lord,—I can now have the satisfaction of being able to assure your Lordship, that your wishes in favor of Lieutenant Donnelly will be accomplished. His meritorious conduct in the direction of the Montagu on the fall of her late commander, has not needed any interference of mine for obtaining the promotion he will gain.

"I have the honor to be, with great consideration,

"Your Lordship's most obedient humble servant,

(Signed) "Howe *."

During the remainder of the war, he commanded in succession the Pegasus and Maidstone frigates; the former employed in the North Sea, the latter principally on the Jamaica station. In the Pegasus, carrying 28 long 9-pounders, and 120 men, he fell in with two Dutch brigs of war, the Echo and De Gier, of 20 Dutch 12's and 140 men each; and after an arduous chase, during which his ship struck on East Friezeland, drove them both on shore to the eastward of the Texel. This circumstance is alluded to in a letter which he received from his Commander-in-Chief, the heroic Duncan, a few days subsequent to the discomfiture of the Batavian fleet off Camperdown, and which we feel happy in being able to present to our readers:—

"My dear Sir,—I am very sorry I have not had the pleasure of meeting, as I have a great deal to say to you. You are much mistaken in thinking your are forgot. In a conversation I had to-day with Lord Spencer, he mentioned you as a great favorite of his, and am sure I joined most sincerely in saying you are also of mine. In short, I have a favor to ask of you, and hope you will not refuse me. Should Captain Hope not be able to go to sea, will you be my Captain? I am to have the Tigre †. I leave town to-morrow, and shall be back from Sheerness (where his Ma-

* At the general promotion that followed Earl Howe's victory, Mr. Donnelly, and *all* the other First Lieutenants of his Lordship's fleet, were made Commanders, and took rank according to their seniority as Lieutenants.

† Captain, now Sir William Johnstone Hope, was at that period, as already mentioned at p. 511, labouring under the effects of a violent injury he had sustained about twelve months before.

jesty is to be) on Tuesday next; you will then find me at my old lodgings, No. 12, Buckingham Street. As to the brigs, I shall only say that Admiral de Winter states they were both lost, and have no doubt the matter, as it respects the head-money, will be cleared up. I have been hurrying about so from place to place, that I have not heard a word from Lady Duncan since my arrival in port; but I have seen letters from her, and I assure you she never forgets your attention to her. Many thanks for your kind congratulations, which are most acceptable, as I am sure they are sincere. Believe me, with truth and esteem, most faithfully yours,

(Signed) "DUNCAN."

On the 30th Nov. 1796, exactly two years and a half after Earl Howe's action, each of the Captains mentioned in his Lordship's letter were ordered to be presented with a gold medal, to be worn with their uniforms, in commemoration of the victory they had assisted in achieving. Captain Donnelly's application for that honorable badge of distinction was replied to as follows, by the excellent nobleman then at the head of naval affairs:

"Sir,—You will I am sure do me the justice to believe that I entertain a very good opinion of your merits and services; but it will really be impossible for me to comply with the request conveyed to me in your letter of yesterday; the medals having been limited by his Majesty's express command to those Admirals and Post-Captains only who are mentioned in the letter from Lord Howe to the Admiralty relative to those actions, including the Captains of the several Admirals who were honored with the gold chain. As you were not a Post-Captain at the time of the action, you will perceive that this line must necessarily exclude you from the distinction at present conferred †. "I am, Sir,

"Your very obedient, humble Servant,

(Signed) "SPENCER.

"*Admiralty, Dec. 14th*, 1796."

Previous to his leaving the Maidstone, Captain Donnelly was voted a handsome piece of plate by the merchants concerned in the Oporto trade, for his zealous exertions in protecting a large homeward bound fleet, and bringing it in safety to England, at a time when the enemy's privateers were very numerous, both in the Bay of Biscay and the Channel. This token of their gratitude, however, he refused to accept; stating, that although a French frigate had hovered about the convoy, which was also surrounded during the passage by privateers, he had had no opportunity of fighting

† The First Lieutenants of Captains killed in subsequent general actions, have had post rank and the gold medal immediately conferred upon them.

in defence of their property, and must therefore decline, as he had before done on a somewhat similar occasion, receiving any honorary reward for the bare performance of his duty. The fleet consisted of one hundred and twenty sail, on board of which the British factory at Oporto, apprehensive of Portugal being invaded by the French, had shipped no less than 32,000 pipes of port wine—the largest quantity ever imported at one time into England. Captain Donnelly's zeal for the service induced him on this occasion to take the Netley schooner from her station; and instead of being censured for so doing, he had the gratification of receiving the thanks of Earl St. Vincent, who then presided at the Admiralty.

Towards the latter end of 1801, he was removed into the Narcissus of 32 guns, and ordered to carry out the Algerine Ambassador and his *suite*, with a great number of valuable presents for the Dey of Algiers, by whom he was presented with a handsome sabre. From Algiers he proceeded to Malta, and thence to the Archipelago, where he made an astronomical survey of all the principal islands.

Whilst on that service, Captain Donnelly discovered a piratical galley in the act of boarding an English merchant ship off Miconi, and immediately made sail in chase of the marauders, who rowed off with amazing swiftness to the Greater Delphos, where they disembarked, and posted themselves very advantageously behind rocks, from whence they kept up a heavy fire of musketry, by which 1 man was killed on board the Narcissus. The galley having been sunk by a broadside from that ship, Captain Donnelly landed a party of seamen, and succeeded in securing 36 of the pirates, whom he placed at the disposal of Lord Elgin, the British Ambassador, who with his family and *suite* were then on board the Narcissus. The galley, on being weighed and brought alongside, proved to be as long as the frigate, and had a very singular appearance, her hull, masts, sails, colours, and every thing about her being black. She was handed over to the Miconians; and the specie found on board her, about 1000 piastres, given to the widow of the seaman who had been slain. The Capitan Pacha, then at Constantinople, on hearing of her capture, sent Captain Donnelly a valuable Damascus sabre; and it is said that he afterwards refused to liber-

ate the principal corsair, although a sum equal to 10,000*l.* sterling was offered for his ransom *.

We next find our officer with a broad pendant at Alexandria; and he appears to have been there, making preparations for the embarkation of the British troops, &c. &c., at the time when Colonel Sebastiani arrived from Toulon to make a political and military survey of Egypt; the report of which, when published in the Moniteur, by order of the First Consul, produced those angry discussions between Great Britain and France, which terminated in a declaration of war between those countries, and led to the renewal of hostilities throughout Europe.

After the evacuation of Alexandria †, Captain Donnelly escorted General Stuart's army, and a number of French soldiers, &c., who had been taken prisoners during the late campaigns in that quarter, to Malta. From thence he proceeded with the latter to Toulon; and subsequently visited Palermo, where he gave an elegant ball and supper to the King of the Two Sicilies, his family, and court. About the same period he conveyed the present King of Sardinia from Cagliari to Naples.

The Narcissus happening to be at Genoa when intelligence arrived of the British minister having left Paris, Captain Donnelly, eagerly seizing the opportunity that presented itself of evincing his zeal for the public service, issued orders for the vessels belonging to English merchants immediately to depart, and in several instances compelled their commanders to get under weigh and quit the harbour contrary to their inclinations, thereby saving a large sum to the underwriters. He then went to Leghorn (where he found the Active frigate, Captain Davers), adopted similar measures, and by his prompt and spirited conduct prevented property to an immense amount from falling into the hands of the enemy. It is here worthy of remark, that a French 74 and four frigates were then lying in Porto Ferrajo; and although they saw him pass on his way to Malta with the vessels he had thus rescued

* The sabre alluded to above was given by Captain Donnelly to the Prince of Orange, three days before the battle of Waterloo, and is the same that H. S. H. fought with on that memorable day.

† Captain Donnelly and the present Lord Beresford were the last persons who left the Egyptian shore.

from the impending danger under his convoy, made no effort to obstruct him, although there can be no doubt that they were aware of the rupture which had taken place, one of their frigates having been chased into that port a day or two before by the Narcissus.

On the 8th July, 1803, Captain Donnelly, being off Sardinia, fell in with, and after a pursuit of twenty-two hours, captured l'Alcion, a French corvette, of 16 guns and 96 men, returning from Alexandria, where she had been on a particular mission. He was subsequently entrusted by Lord Nelson with the command of a squadron of frigates employed in watching the port of Toulon: and so high an opinion did that immortal hero entertain of his abilities, both as an officer and a seaman, that he placed his own relative, the present Captain W. B. Suckling, and several other young gentlemen in whose welfare he felt an interest, under his immediate care *.

In July 1804, Captain Donnelly, sent the boats of his squadron to destroy about a dozen of the enemy's settees lying at la Vandour, in Hiéres Bay, which service was gallantly executed under a tremendous fire of great guns and musketry, as well from the vessels as from a battery, and the houses of the town, close to which they were hauled in, and well secured by hawsers from their keels to the shore.

To those officers who can boast of having served under the immediate command of Lord Nelson, the introduction of the following letter may appear superfluous. To others, however, it will serve as a specimen of the familiar manner in which he always communicated his orders and ideas to those on whose "ability and zeal" he could "rely." We select it from among many others, which have been placed in our hands by the friends of the various gentlemen to whom they were addressed:

"*Victory, July* 2, 1804.

"My dear Sir,—I believe your orders are to cruise or anchor as you may judge best for carrying on the service entrusted to you; therefore you will act as you see best. Your boats can be inside at night in mo-

* Among the gentlemen on the quarter-deck of the Narcissus at that period, were the sons of Lord Duncan, Sir Hyde Parker, Admiral Holloway, and Sir Thomas Troubridge. In writing to the latter distinguished officer, March 17, 1804, Lord Nelson says, "*Your son cannot be any where so well placed as with Donnelly.*" See Clarke and M'Arthur's Life of Nelson, 4to edit. Vol. II, p. 360.

derate weather, and in day-time you can work between the islands (Hiéres); but I should wish you not to be out of reach of the fleet in case Monsieur La Touche should come out of his nest*. I am obliged by your accounts of Hiéres Bay. When our fleet occupied it, the islands were not fortified. The enemy, I am sure, want to get some small ships of war to the eastward, probably for the invasion of Sardinia; and by disappointment for some time, I think the fleet will be ordered out to fight close to Toulon, that they may get their crippled ships in again, oblige us to quit the coast to repair our damages, and thus leave it clear; but my mind is fixed not to fight them unless with a westerly wind outside the Hiéres, or an easterly wind to the eastward of Sicie. I am sure one of these days they will come out; for, besides their degradation in the eyes of all Europe, Marseilles must suffer for want of her usual commerce. I have only again to repeat, that you will keep under sail, or anchor, as you please; and I am sure you will always be upon your guard against a surprise from a superior force. We have nothing new. Algiers is rather better that it was, but not quite so well as we could wish. Phœbe not joined. With my best regards to all your squadron, be assured I am ever, my dear Sir,

"Yours most faithfully,

(Signed) "NELSON & BRONTE.

"*Captain Donnelly.*"

Previous to our officer's departure from the Mediterranean station, he was employed on several missions to the Barbary States, and succeeded in obtaining the liberation of several English merchantmen that had been carried into Tunis and Algiers by the corsairs. We next find him accompanying the expedition sent against the Cape of Good Hope, under the orders of Sir Home Popham and Sir David Baird. During the passage, the Narcissus was detached to procure intelligence; and proceeding on that service, Captain Donnelly captured a French privateer, of 12 guns and 70 men; retook a large English Guineaman, mounting 22 guns, laden with rum, tobacco, slaves, ivory, &c.; and drove on shore a ship of 32 twenty-four pounders and 250 men, having on board

* M. La Touche Treville, who had commanded at Boulogne, in 1801, commanded now at Toulon. "He was sent for on purpose," said Nelson, "as he *beat me* at Boulogne, to beat me again; but he seems very loth to try." One day, while the main body of the British fleet was out of sight of land, the reconnoitring squadron, under Rear-Admiral Campbell, stood in close to the port, and La Touche, with a vastly superior force, pushed out and chased it about 12 miles. The Frenchman, delighted at having found himself in so novel a situation, published a boastful account, affirming that he had given chase to the whole British fleet, and that Nelson had fled before him! In spite of contempt for the gasconader, his lordship was half angered by his impudence. Writing to the present Earl, he said,

the ordnance of a French frigate, which had recently been wrecked in Table Bay.

After the subjugation of the Cape *, Captain Donnelly proceeded with Sir Home Popham and Major-General Beresford, to the Rio de la Plata, from whence he returned to England with those officers' despatches, relative to the capture of Buenos Ayres, and specie to the amount of 1,086,208 dollars, found in the treasury of that place. The following are extracts from the London Gazette Extraordinary of Sept. 13, 1806:—

Sir Home Popham to the Secretary of the Admiralty.

"Captain Donnelly, who did me the favor of requesting I would go up the river in the Narcissus, and to whom, from his rank, no specific service could be assigned in our small scale of operations, applied himself in every occasion where he could promote the objects of the expedition: and, as he is charged with this despatch, I take the liberty of recommending him to their lordships' protection, under a full conviction they will obtain, through him, every information which they have a right to expect from an officer of great intelligence, and long meritorious service †."

Major-General Beresford to Sir David Baird.

"I halted two hours on the field," (near Reduction) "to rest the troops, and to make arrangements for taking with us the enemy's guns, and our own, which had now, by the exertions of Captain Donnelly, of his Majesty's ship Narcissus, been extricated from the bog. He had accidentally landed, and accompanied the troops on seeing them advance to the enemy, and I am much indebted to him for his voluntary assistance ‡."

Immediately on his arrival in England, Captain Donnelly was appointed by the present Earl Grey, then at the head of the Admiralty, to the Ardent, of 64 guns, and ordered to escort a reinforcement of troops commanded by Sir Samuel

"You will have seen La Touche's letter—how he chased me, and how I ran. I keep it: and if I take him, by God he shall eat it." La Touche, however, soon after died, according to the French papers, in consequence of walking so often up to the signal post upon Cape Sepet, to watch the British fleet; and thus effectually prevented Nelson from administering to him his own lying letter in a sandwich.

* See note ‡, at p. 622, *et seq.*

† The Narcissus's appearance in the vicinity of Buenos Ayres, greatly surprised the Spanish Americans, no ship of her size having been so far up la Plata for 80 years preceding her arrival.

‡ After the performance of the service alluded to in the Major-General's letter, Captain Donnelly returned to the transports, all of which, together with the Encounter gun-brig, were at that time lying a-ground off Point Quelmey à Pouichin, where the army had been landed, and by great exertions succeeded in getting them afloat and removing them to a secure anchorage.

Auchmuty, to la Plata. The convoy sailed from Falmouth on the 11th Oct., touched at Rio Janeiro for water and refreshments, and formed a junction with Rear-Admiral Stirling off Maldonado, Jan. 5, 1807. Buenos Ayres had in the interim been retaken by the enemy; and the British Commanders, seeing the necessity of securing some strong post before any attempts were made for its recovery, immediately proceeded to invest Monte Video, which fortress, as already stated at pp. 406 and 625, was carried by storm on the 3d of the following month *. Captain Donnelly on that occasion commanded the brigade of seamen and marines landed from the squadron to co-operate with the army; and the assistance rendered by him in transporting the battering train, ammunition, stores, and provisions, from the place of debarkation, a distance of about seven miles, along a heavy sandy road, erecting batteries, &c., was duly acknowledged by Brigadier-General Auchmuty, and the naval Commander-in-Chief, with whose despatches he arrived at the Admiralty on the 12th April, and shortly after had the honor of receiving the thanks of both Houses of Parliament.

Subsequent to this event, Captain Donnelly brought an action, in the Court of Common Pleas, against Sir Home Popham, to recover a sum which he had paid to him in error. In the distribution of some prize-money, he had allowed Sir Home the share of a Flag-Officer having the power of appointing a Captain under him; but he afterwards found that Sir Home had only the temporary rank of Commodore, and no authority to appoint his Captain; consequently his proper share was much less than it had been calculated at. The Judge was of opinion that Captain Donnelly had established his claim; and the jury accordingly returned a verdict for him of 2004*l.* 17*s.* 3*d.*, the sum overpaid.

In 1808, our officer was appointed to the Invincible, of 74

* Having referred the reader to our memoir of Rear-Admiral Stirling, we beg leave to point out two errors which have this moment been discovered by us at p. 406. The Rear-Admiral, instead of escorting the corps under Sir S. Auchmuty to South America, had proceeded thither some time before, for the purpose of superseding Sir Home Popham. The army and naval brigade were landed on the 16th Jan. 1807, and Monte Video was invested on the 20th. By the passage alluded to, both events appear to have taken place on the 18th. This inaccuracy renders it necessary to make similar corrections at pp. 624 and 625.

guns; and towards the close of the same year, we find him serving off Cadiz under Rear-Admiral Purvis, by whom he was deputed, with 200 men, to fit out the Spanish fleet at the Caraccas; which service, notwithstanding the sad disorder in which he found the ships, and the reluctance with which the Spaniards consented to such a measure, he performed by means of very extraordinary exertions, in the short space of eight days; and thus saved them from falling into the hands of the French, who were endeavouring to obtain possession of them *.

From the Cadiz station Captain Donnelly proceeded to the Mediterranean, and joined Lord Collingwood off Toulon at the commencement of 1810, but was soon after compelled, in consequence of a cataract, to resign the command of the Invincible, a circumstance rendered the more mortifying, as he had with infinite pains succeeded in establishing a perfect system of discipline among his young ship's company. The disease of his eyes continued for about two years, and prevented him from going afloat during that period. Immediately on his recovery, however, he applied for employment, and had the gratification of receiving an appointment, by return of post, to the Devonshire, a new 74; which ship he fitted out with her marines, but never went to sea in, peace taking place before she could be manned. He was advanced to the rank of Rear-Admiral, June 4, 1814 †.

Our officer has recently lost a son, who, at the time of his demise, commanded the Najib regiment of native cavalry. His eldest daughter is the lady of the Right Hon. Lord Audley, to whom she was married in April, 1816.

Residence.—Sussex House, Hammersmith.

SIR JOHN POO BERESFORD,

Baronet; Rear-Admiral of the Red; Knight Commander of the most honorable Military Order of the Bath; Commander-in-Chief at Leith; and Member of Parliament for Berwick-upon-Tweed.

This officer is a son of George, first Marquis of Waterford, K. P., and elder brother of Lieutenant-General Lord Beresford, G. C. B. Early in 1795, we find him commanding the

* See pp. 239, 240.

† In Oct. 1805, the freedom of the city of Cork was voted to Captain Donnelly, in consideration of his cordial reception of, and polite attention to, the Mayor and Corporation, on an occasion which caused them to visit the Narcissus; as well as of his public character.

Lynx sloop of war, on the American station, where he captured la Cocarde, a French corvette, of 14 guns and 80 men. On the 25th June, in the same year, he was promoted to the rank of Post-Captain, some time previous to which he had been appointed to the Hussar, of 34 guns, and assisted at the capture of la Prevoyante, a large frigate, armed *en flute*, and la Raison, pierced for 24 guns, but only 18 mounted *.

Captain Beresford's next appointment was to la Prevoyante, and from her he removed, about the month of May, 1796, into la Raison, the force of which latter vessel had been increased to 30 guns †, with a complement of 195 men. On the 25th August following, he fell in with the Vengeance, a large 18-pounder French frigate, from which he had the good fortune to escape, after a running fight of considerable duration, in which la Raison had 3 men killed and 6 wounded, besides being much cut up in her sails and rigging.

Our officer subsequently commanded l'Unité, of 38 guns, on the Leeward Islands station, where he captured the Perseverance French privateer, of 16 guns and 87 men, Feb. 2, 1800. From l'Unité he removed into the Diana, another fine frigate, in which he was present at the reduction of the islands of St. Bartholomew, St. Martin, &c. &c., by the forces under Rear-Admiral Duckworth and Lieutenant-General Trigge, in the spring of 1801. On the renewal of hostilities in 1803, he obtained the command of the Virginie, a frigate of the largest class; but that ship being paid off in Aug. 1804, he was then appointed to the Cambrian, of similar force, and sent to the Halifax station, where, in the summer of 1805, he captured the following privateers: Matilda, of 20 guns and 95 men; Maria, of 14 guns and 60 men; and a schooner, of 6 guns and 70 men.

In the spring of 1807, Captain Beresford commanded the Illustrious, of 74 guns, off Cadiz; and in the ensuing summer, the Theseus, another third rate, employed in the blockade of Rochefort. On the 21st Feb. 1809, being off l'Orient in company with three line-of-battle ships, he fell in with a French squadron, consisting of 8 sail of the line, one of them a three-decker; and by his spirited conduct, prevented them forming

* See pp. 258, *et seq.*

† 20 long 9-pounders, 6 long 6's, and 4 small carronades.

a junction with the ships in that port ready for sea. The enemy afterwards anchored in Basque Roads, where they were blockaded by Rear-Admiral Stopford's squadron, of which the Theseus formed a part until the month of April following, at which period an attack was made upon them in Aix Road, to which they had retired, by a division of Lord Gambier's fleet, preceded by some fire-vessels, under the command of Lord Cochrane, the result of which was the destruction of one 80-gun ship, two 74's, and one of 56 guns. Several others, from getting on shore, if not rendered altogether unserviceable, were at least disabled for a considerable time.

Early in 1810, the subject of this sketch was appointed to the Poictiers, a new 74, in which ship he served for some time on the Lisbon station, and was then ordered to the coast of North America. He sailed from Portsmouth, in company with Sir John B. Warren and squadron, Aug. 14, 1812; previous to which he had acted as proxy for his brother, at an installation of the Knights of the Bath, and, as is usual on such occasions, received the honor of knighthood prior to the ceremony.

On the 18th of October following, Sir John P. Beresford captured the American ship Wasp, of 20 guns, and retook the British brig of war Frolic, which had been taken by the former a few hours before, after a gallant action of fifty minutes *. The Poictiers subsequently assisted at the capture of the Herald letter of marque, mounting 10 guns, with a complement of 50 men, from Bourdeaux bound to Baltimore, with a cargo; the Highflyer, American privateer, of 5 guns and 72 men; and the York-town, of 20 guns and 140 men.

Towards the latter end of 1813, the Poictiers returned to England, and was put out of commission. At the general promotion, June 4, 1814, Sir John P. Beresford, who had been raised to the dignity of a Baronet of Great Britain on the 7th of the preceding month, was advanced to the rank of Rear-Admiral, and soon after hoisted his flag in the Bombay, of 74 guns, from which ship it was subsequently removed into the Duncan, of the same force. About the same period he had the honor of kissing hands on being appointed a naval aid-de-camp to H. R. H. the Prince Regent, then on a visit, in company with the allied sovereigns, to the fleet at Portsmouth.

* See Captain T. WHINYATES, in our next volume.

On the 12th Aug. 1819, Sir John P. Beresford was nominated a K. C. B.; and early in the following year he hoisted his flag in the Dover, of 28 guns, as Commander-in-Chief at Leith. He has recently been elected M. P. for Berwick-upon-Tweed.

Our officer married, first, in 1809, Mary, daughter of Captain A. J. P. Molloy, R. N.; secondly, Aug. 17, 1815, Henrietta, youngest daughter of Henry Peirse, of Bedale, co. York, Esq., by Charlotte Grace, daughter of John, second Lord Monson.

Country-seat.—Bagnall, co. Waterford.

THOMAS EYLES, Esq.

Rear-Admiral of the Red.

This officer obtained the rank of Post-Captain, July 13, 1795, and was soon after appointed to the Pomone, of 44 guns. In 1796, through the ignorance of a French pilot, that fine frigate ran ashore near Nantz, and was with difficulty got off again. Her leaky state caused her to be sent home; nor could Sir John B. Warren, under whose orders she had been cruizing, spare a ship to accompany her. At one time the leak, which was under the step of the fore-mast, had brought her so much by the head, that no water could be got to the pumps; but, finally, by great exertions on the part of her officers and crew, she reached Plymouth, and was run into the harbour without asking the usual leave. For his promptitude on this occasion, Captain Eyles received the thanks of the Admiralty. He subsequently commanded the Canada, of 74 guns, bearing the broad pendant of Sir John B. Warren; and after the action with M. Bompard, off the coast of Ireland, Oct. 12, 1798 *, removed with him into the Temeraire, of 98 guns; and from that ship to the Renown, 74, in which he continued until the month of Nov. 1800.

In the autumn of 1801, Captain Eyles was again appointed to the Temeraire, then bearing the flag of Rear-Admiral (afterwards Sir George) Campbell. Towards the latter end of the same year, the main body of the Channel fleet rendez-

* See p. 171.

voused at Bantry Bay, in Ireland, and a detachment consisting of six sail of the line was ordered from thence to the West Indies, to watch the motions of an armament which had recently sailed from France, for the ostensible purpose of reducing the blacks in St. Domingo to obedience.

On the receipt of these orders, the crew of the Temeraire broke out into the most violent and daring acts of insubordination; but by the spirited firmness and exertions of Captain Eyles and his officers, the mutiny was suppressed, and the ringleaders, to the number of twenty, were secured, and taken round to Portsmouth to be tried for their offence.

On the 6th Jan. 1802, fourteen of the mutineers were put on their trial, which continued till the 10th; when the whole of the evidence having been heard, as well as what the prisoners had to offer in their defence, the court, after the most mature deliberation, pronounced sentence of death on thirteen, the other to receive 200 lashes round the fleet. On the 15th, six of these unhappy men were executed at Spithead; the following paper, which one of them presented when they came upon the platform, was read aloud to the ship's company of the Temeraire:

"Remember your duty to God, and for his sake to your King and Country; you must be sensible what was the chief cause that brought on the fatal consequences which now end so unhappily for us, and with so much remorse to you, if you rightly consider how much you have contributed, by your support and countenance, to bring us to this untimely end.

"We refused to put that trust and confidence in the wisdom of our rulers, which is due to them from all good subjects; they watch for the welfare of us all; and how dare we then prefer our own selfish pleasures and interests to what they saw necessary to the public good? How could we find it in our hearts to forfeit all the praises and the honors which our country had so gratefully bestowed upon her naval heroes, who have so bravely fought for her?

"How could we so foolishly suffer our impatience to get the better of us, as for the sake of a few months longer service, to sacrifice all the blessings of peace we had been toiling for these nine long years?

"Oh! that we had made these reflections sooner ourselves! But our lot is cast—our course in this world is finished. Make good use of what remains of yours. It cannot be long before we must all meet again before the judgment-seat of that God whom we have offended; but who, we trust, has seen and accepted our unfeigned repentance, and will forgive us, as we do truly and freely forgive all those who have in any wise offended or injured us. Prepare yourselves also, dear countrymen, for this forgive-

ness, that when we meet in the world to come, we may not meet in everlasting misery.

" Pray for us—we heartily pray for you.—Amen!"

On the 14th, six more of the mutineers were tried; and on the 16th sentence of death pronounced on five, the other to receive 200 lashes from ship to ship.

On the 19th they were executed; three on board l'Achille, and two on board the Centaur.

Taylor, one of the mutineers, addressed the ship's company of l'Achille as follows:

" I hope the ship's company of the Achille, as well as the spectators present, will take warning by my example. It is impossible for seamen to succeed in any attempt to mutiny. Sailors never did stick to each other on such an occasion. Those who attempt to violate the laws of the land, or naval discipline, must inevitably expect to meet with the same disgraceful end I am going to suffer. I acknowledge the justness of my sentence, and forgive all parties concerned against me. I have made my peace with God, and am ready to die."

On the 7th of the following month, Rear-Admiral Campbell, with six ships of the line, one frigate, and a sloop, sailed for his original destination; and returned from thence June 1st, in the same year.

From this period we find no mention of Captain Eyles until the spring of 1809, when he was appointed to the Plantagenet, of 74 guns. Early in 1813, he obtained the command of the Royal Charlotte yacht; and on the 4th June, in the following year, was advanced to the rank of Rear-Admiral.

THOMAS LE MARCHANT GOSSELYN, Esq.

Rear-Admiral of the Red.

This officer commanded the Kingfisher sloop, attached to Earl Howe's fleet on the memorable 1st June, 1794. In the same year we find him cruizing in the North Sea. He obtained post rank, July 23, 1795, and soon after the command of the Syren frigate, in which ship he was employed on Channel service, and in escorting the trade to and from the West Indies, during the remainder of the war.

About the month of Nov. 1801, Captain Gosselyn removed

into the Melampus, of 36 guns, at Jamaica, and returned to Portsmouth from that station, June 1, 1802. In the spring of 1804, he was appointed to the Argo, of 44 guns *, and in the following summer, to the Latona, a fine frigate, stationed off Brest. On the 22d Oct. 1805, he captured the Amphion Spanish privateer, of 12 guns and 70 men. His next appointment was, about April, 1806, to the Audacious, a 74-gun ship, from which period we lose sight of him until the general promotion, June 4, 1814, when he was advanced to the rank of Rear-Admiral.

Our officer married, March 18, 1809, Sarah, eldest daughter of the late J. R. Hadsley, of Ware Priory, Herts, Esq.

SIR CHARLES ROWLEY,

Rear-Admiral of the Red; Commander-in-Chief in the West Indies; Knight Commander of the most honorable Military Order of the Bath; and of the Austrian Order of Maria Theresa.

THIS officer, the fourth son of the late Vice-Admiral Sir Joshua Rowley, Bart., by Sarah, daughter of Bartholomew Burton, Esq., and a grandson of the late Sir William Rowley, K. B. †, was made a Lieutenant in 1789, and obtained the rank of Post-Captain Aug. 1, 1795. In the following year he commanded the Cleopatra, of 32 guns, on the American station, where he captured the Aurore French corvette. His next appointment was to l'Unité, in which frigate he took la Brunette, of 10 guns, pierced for 16, and 80 men, near l'Isle de Dieu. He also assisted at the capture of the Indian, of 16 guns, and another privateer, name unknown, in the Channel.

In the spring of 1801, our officer succeeded the present Sir Richard G. Keats in the command of the Boadicea, another fine frigate, the boats of which, in company with those of the Fisgard and Diamond, captured and brought out the Spanish vessel of war, El Neptuna, pierced for 20 guns, and a gun-boat carrying a 32-pounder, from under the batteries at

* He had previously commanded for a short time the Ville de Paris, a first rate, bearing the flag of the Hon. W. Cornwallis, Commander-in-Chief of the grand fleet.

† See p. 622.

Corunna. We next find him commanding the Ruby, of 64 guns, stationed off the Texel, under the orders of Rear-Admiral Thornbrough, and subsequently employed on the coast of Spain. From that ship he removed into the Eagle, a third rate, in which he proceeded to the Mediterranean.

In May, 1806, the Eagle formed part of the squadron under Sir W. Sidney Smith, stationed off the coasts of Naples and Sicily; and on the 11th of that month took an active part in the reduction of the island of Capri, on which occasion he had 2 men killed, and 11, including her first Lieutenant, wounded.

On the 27th Nov., 1811, Captain Rowley captured la Corceyre French frigate, pierced for 40 guns, but only 28 mounted, with a complement of 170 seamen and 130 soldiers, laden with 300 tons of wheat, and a quantity of military and other stores, from Trieste, bound to Corfu. In her attempt to escape, this ship had 3 men killed and several wounded. Some time after, the marines of the Eagle, in conjunction with a detachment from the 35th regiment, stormed and destroyed the battery of Cape Ceste, in the Adriatic.

In Sept. 1812, the boats under the command of Lieutenant Augustus Cannon, being sent by Captain Rowley off the Po, to intercept the enemy's coasting trade, captured two gun-boats and fifteen vessels laden with oil. In the execution of this service, 2 men were killed and 3 wounded; amongst the latter was Lieutenant Cannon, who died of his wounds. In the following year the adventurous spirit of British seamen and marines, when acting on shore, was strikingly displayed in the capture of Fiume, in the Gulf of Venice. On the 2d July, a squadron under the command of Rear-Admiral Freemantle, anchored about four miles from that town, which was defended by four batteries, mounting fifteen heavy guns. On the 3d, in the morning, the Milford, Elizabeth, Eagle, and Bacchante weighed, with a light breeze from the S. W., for the purpose of attacking the sea-line of batteries, leaving a detachment of boats and marines with the Haughty gun-brig, to storm the battery at the mole-head, as soon as the guns were silenced; but the wind shifting to the S. E. with a current from the river, broke the ships off, and the Eagle could only fetch the second battery, opposite to which she anchored. The enemy could not stand the well-directed

fire of that ship. This being communicated by telegraph, the Rear-Admiral made the signal to storm; when Captain Rowley, leading in his gig the first detachment of marines, took possession of the fort, and hoisted the English colours; whilst Captain Hoste, of the Bacchante, with the marines of the Milford, took and spiked the guns of the first battery, which was under the fire of those ships, and early evacuated. Captain Rowley leaving a party of seamen to turn the guns of the second battery against the others, without losing time, boldly dashed on through the town, although annoyed by the enemy's musketry from the windows of the houses, and a field-piece in the centre of the great street; but the seamen and marines proceeded with such firmness, that the French retreated before them, drawing the field-piece until they came to the square, where they made a stand, taking post in a large house. At this time the boats with their carronades, under Captain Markland of the Milford, opened against the gable end of it with such effect, that the enemy gave way at all points, and forsook the town in every direction. Captain Hoste, with his division, followed close to Captain Rowley; and on their junction, the two batteries, with the field-piece, stores, and ninety sail of ships, were taken possession of, with the loss of only 1 man killed, and 6 wounded.

It was highly to the honor of the victors, that although the place was taken by storm, not an individual was plundered: more than half of the smaller class of vessels were returned to the proprietors; thirteen sent to Lissa, laden with oil, grain, powder, and merchandize; the rest destroyed; 59 iron guns (part only mounted) rendered totally useless; 8 brass 18-pounders, and one field-piece taken away; 500 stand of small arms, 200 barrels of powder, rations of bread for 70,000 men, and two magazines with stores, &c. burnt. Five days after the above event, the fortress of Farasina, mounting five 18-pounders, was attacked by Captain Rowley, and after some resistance stormed, carried, and laid in ruins, by a party of seamen and marines, landed under cover of the Eagle's fire, and headed by Lieutenant Greenaway of that ship.

On the 2d of the following month (August), the Eagle sailing along the coast of Istria in company with the Bacchante, discovered twenty-one vessels at anchor in the harbour of

Rovigno. Captain Rowley conceiving the capture of them practicable, communicated his intentions to Captain Hoste, who led in, and a firing was commenced on the batteries. After some resistance they were abandoned, when the boats of each ship, with parties of royal marines, under the command of Captain Hoste, landed, and drove the enemy out of the town, took possession of the batteries, disabled the guns, and demolished the different works, without sustaining any other loss than one man wounded. The enemy scuttled the greater part of the vessels previous to the approach of the boats; but by the active exertions of the officers and men employed, the whole were completely destroyed or brought off, and the ships and other vessels burnt that were building on the stocks.

Captain Rowley subsequently distinguished himself in the most conspicuous manner at the reduction of Trieste by the squadron under Rear-Admiral Freemantle, acting in concert with 1500 Austrian troops, commanded by Count Nugent; and continued to serve in the Adriatic, until the fall of Ragusa made the allies masters of every place in Dalmatia, Croatia, Istria, and the Frioul, with all the islands in that sea.

On the 23d May, 1814, our officer received the royal permission to accept and wear the insignia of a Knight of the Imperial Military Order of Maria Theresa, conferred upon him by his Majesty the Emperor of Austria, in testimony of the high sense entertained by that sovereign of his distinguished gallantry and services, in co-operation with the Imperial troops, on the coast of the Adriatic. He was advanced to the rank of Rear-Admiral on the 4th of the following month; nominated a K. C. B. Jan. 2, 1815; and at the latter end of the same year hoisted his flag on board the Bulwark, as Commander-in-Chief in the river Medway, where he remained during the customary period of three years. In the autumn of 1820 he was appointed to the chief command at Jamaica, on which station he still continues, with his flag in the Sybille, of 44 guns.

Sir Charles Rowley married Elizabeth, youngest daughter of the late Admiral Sir Richard King, Bart. His eldest son married, Aug. 31, 1822, Frances, only daughter of John Evelyn, of Wotton, Surrey, Esq. His eldest daughter is the wife of Peter Longford Brooke, of Moore Hall, Cheshire, Esq.

SAMUEL JAMES BALLARD, Esq.

Rear-Admiral of the Red.

This officer was made a Commander in 1794; and, after serving some time in the Megæra fire-vessel, appointed to act as Captain of the Tremendous, 74. His post commission bears date Aug. 1, 1795. In the following year he obtained the command of the Pearl frigate, in which he was employed successively on the coasts of America and Africa, in the West Indies and Mediterranean, during the remainder of the war. He returned to England from the latter station about the month of Dec. 1801.

In the list of numerous captures made by the Pearl during the time she was commanded by Captain Ballard, we find the following armed vessels: l'Incroyable, of 24 guns and 220 men; le Scævola, 10 guns, 73 men; l'Independence, 12 guns, 66 men; several privateers, names unknown; and two Spanish xebecs. She also drove on shore a Genoese polacre, of 14 guns, and assisted at the capture of la Carriere French frigate, of 40 guns and 356 men *.

Early in 1812, Captain Ballard was appointed to superintend the payment of ships afloat at Portsmouth. He became a Rear-Admiral, June 4, 1814.

Our officer has been twice married. His first wife was a daughter of the late James Flint, of Judd House, near Faversham, Kent, Esq. The present Mrs. Ballard is a sister of Sir Thomas Crawley Boevey, Bart., of Haxley Abbey, Gloucestshire.

Residence.—Bath.

ROBERT ROLLES, Esq.

Rear-Admiral of the Red.

At the commencement of the war with France, in 1793, this officer commanded the Lord Mulgrave hired armed ship, of 20 guns, employed in convoying the trade between Spit-

* See p. 431.

head and Hull, the underwriters of which port presented him with a handsome piece of plate, for his great care and diligent attention to their interests whilst on that station.

On the 12th Aug. 1795, Captain Rolles was posted into the Laurel, of 28 guns; and in the spring of the following year, assisted at the reduction of St. Lucia, by the forces under the orders of Sir Hugh C. Christian and Sir Ralph Abercromby *. He subsequently commanded the Renommée and Alarm frigates, on the Jamaica station, and returned to England in the latter, about the year 1800.

During his continuance in the West Indies, our officer captured several of the enemy's privateers and armed packets, and a Spanish national schooner, of 14 guns. He also assisted in taking the Asturiana, letter of marque, mounting 24 guns and 4 brass howitzers, with a complement of 100 men, from Cadiz to Vera Cruz, richly laden.

We next find Captain Rolles commanding the Lion, of 64 guns, in the East Indies; from whence he convoyed home several of the Hon. Company's ships; and for this service was presented by the Court of Directors, with the sum of 500*l.* for the purchase of a piece of plate. On the 27th Dec., 1808, the Lion captured la Reciprocité French privateer, of 14 guns and 45 men, off Beachy Head.

Early in 1811, Captain Rolles obtained the command of the Edinburgh, a new 74, from which ship he removed into the Union, a second rate, on the Mediterranean station, where he remained until the peace. His commission as Rear-Admiral bears date June 4, 1814.

Our officer married, first, Dec. 22, 1801, Miss Scott, daughter of Rear-Admiral Scott, of Spring Hill. Secondly, about Jan., 1805, a daughter of the late Rev. Dr. Rawbone, Rector of Hatford.

Residence.—Brighton.

* See note *, at p. 134.

WALTER LOCKE, Esq.

Rear-Admiral of the Red.

From the period of the Spanish armament, in 1790, to the commencement of the war with the French republic, this officer commanded the Cockatrice cutter, of 14 guns, stationed in the Channel. He served as Lieutenant of the Queen Charlotte, bearing the flag of Earl Howe, in the glorious battle of June 1, 1794 *; soon after which he was made a Commander in the Charon hospital-ship, attached to the Channel fleet; and in that vessel was present at the action off l'Orient, June 23, 1795 †. He obtained post rank on the 22d Sept. in the same year; and subsequently commanded the Ville de Paris, of 110 guns, and the Prince of Wales, a second-rate.

Early in the late war we find Captain Locke employed in the Sea Fencible service at Berwick, and afterwards in the Isle of Wight. At the beginning of the year 1811, he was appointed Agent for Prisoners of War at Portchester; and on the 4th June, 1814, he became a Rear-Admiral.

Our officer has a numerous family; his son James, a Lieutenant in the Royal Navy, fell a victim to the climate of the West Indies, in 1808.

Residence.—Ryde, Isle of Wight.

SIR DAVID MILNE,

Rear-Admiral of the Red; Knight Commander of the most honorable Military Order of the Bath; of the Order of Wilhelm of the Netherlands; and of the Neapolitan Order of St. Januarius.

This officer, we have reason to believe, is descended from an ancient family of the same name, who, throughout several reigns, held the office of King's Master Mason in Scotland. His father was a merchant of Edinburgh, and his mother a daughter of Mr. Vernor, of Musselburgh, near that city, where he himself was born in the month of May, 1763.

* See note at p. 75, *et seq.* † See p. 246.

Mr. Milne entered the naval service at a very early age, and served during the latter part of the American war, as a Midshipman in the Canada, of 74 guns, commanded by the late Hon. Sir William Cornwallis, one of the best seamen and most determined officers in the British navy.

The Canada formed part of the fleet under Sir Samuel Hood, when attacked at St. Kitts, by the Count de Grasse, on the 25th Jan, 1782, and two following days *; and on the glorious 12th April, 1782 †, she behaved in such a manner as to attract particular notice. Her loss on this memorable occasion amounted to 12 men killed and 23 wounded. After the battle Mr. Milne was made Master's Mate.

About the end of July in the same year, the Canada sailed from Jamaica in company with the Ramillies and Centaur, ships of the line, Pallas frigate, and the French prizes Ville de Paris, Glorieux, Hector, Ardent, Caton, and Jason, the whole under the orders of Rear-Admiral Graves. Of all these ships, only the Canada and Jason reached England. In consequence of a dreadful hurricane which occurred on the 17th Sept., the Ardent was compelled to put back; the Caton bore away for Halifax; the Ville de Paris, Ramillies, Centaur *, Glorieux, and Hector, foundered; and the Pallas was run ashore at Fayal.

Peace soon after taking place, Mr. Milne was cast adrift, unprovided for; he therefore entered into the employment of the East India Company, in which he continued for some time; but on the breaking out of the French revolutionary war in 1793, he re-entered the royal navy, and proceeded to the West Indies in the Boyne, of 98 guns, bearing the flag of Sir John Jervis (now Earl St. Vincent), to whose favourable notice he soon recommended himself, in his course of service against the French islands, and was promoted by him to a Lieutenancy; in which rank he served on board the Blanche, when Captain Faulkner brought the French frigate la Pique to action off Guadaloupe, Jan. 5, 1795. In this hard fought battle, the heroic Faulkner was shot through the heart just after he had lashed the enemy's bowsprit to the capstern with his own hands; and as the boats of both ships were

* See Retired Captain J. N. INGLEFIELD. † See note at p. 35. *et seq.*

either completely destroyed, or unfit to swim, Mr. Milne, then second Lieutenant, swam to la Pique, after her surrender, with 10 men, and took possession; the present Rear-Admiral Watkins was first Lieutenant; and so highly was the conduct of both appreciated, that they were immediately advanced to the rank of Commander *.

As he was employed in a part of the world where much active service was still going on, Captain Milne soon after had the good fortune to obtain the command of the Alarm frigate; in which he destroyed the French corvette Liberté, of 20 guns, off Porto Rico, May 30, 1795. His post commission bears date Oct. 2d, in the same year.

Our officer's next appointment was to la Pique; and in the spring of 1796, we find him assisting at the reduction of Demerara, Issiquibo, and Berbice, by the forces under the orders of Commodore Parr and Major-General White. About the same period he captured the Lacedemonian French brig, of 16 guns.

On the 29th June, 1798, Captain Milne being on a cruize off the coast of France, in company with the Jason and Mermaid, gave chace to a French frigate, which, after a running fight of about five hours was captured, and proved to be la Seine, of 42 guns and 610 men (including soldiers), 170 of whom were killed, and 100 wounded. The brunt of the action was borne by la Pique; the Mermaid could not get up in time to share in the contest. The loss sustained by the former and the Jason, amounted to 8 men killed, and 18, including Captain Stirling of the latter ship, wounded †.

Previous to the surrender of la Seine, the whole of the combatants took the ground near Pointe de la Trenche, and la Pique unfortunately bilged, so that it became necessary to destroy her. Captain Milne therefore removed with his officers and crew into the prize, to the command of which he was afterwards appointed by the Admiralty ‡.

We next find him convoying the outward bound trade to

* For particulars of the action, see Superannuated Rear-Admiral FREDERICK WATKINS, in our next volume.

† See p. 403.

‡ La Seine's armament was increased to 48 guns, and her complement of men fixed at 281.

Africa and the West Indies. On the 20th Aug., 1800, being on a cruize off St. Domingo, he discovered a ship of war standing through the Mona passage, and immediately went in pursuit. At sun-set he had arrived so near as to perceive she was a large French frigate; but it was almost midnight before he could bring her to action, and then not so close as he wished, the enemy constantly bearing up and keeping him at long shot, whereby la Seine was much cut up in her rigging, sails, &c. The ships now separated for some time, which gave Captain Milne an opportunity to repair the damage he had sustained; this being completed, on the morning of the 21st he was able to bring the enemy to close action; and after about an hour and a half hard fighting, she surrendered. The prize proved to be the Vengeance, of 52 guns, exclusive of a number of brass swivels on her gunwale, and 326 men, many of whom were killed and wounded; but her exact loss has never been ascertained. The casualties on board la Seine were Lieutenant George Milne and 12 men slain; Lieutenant Archibald Macdonald, of the marines; Mr. Andrew Barclay, Master; Mr. Horne, Captain's Clerk; and 26 wounded.

The action between la Seine and the Vengeance was justly considered by naval men as one of the most brilliant fought during the war between single ships. In the Admiral's despatches, Captain Milne was most handsomely mentioned, and it was one of the last acts of the lamented Lord Hugh Seymour's life to write them.

La Seine returned to England, March 12, 1802, and was soon after paid off at Chatham. On the renewal of hostilities against France, in 1803, Captain Milne was re-appointed to her, and had the misfortune to be wrecked on the night of June 23, in the same year, near the Texel, through the ignorance of the pilots. He was afterwards employed as commander of the Frith of Forth district of Sea Fencibles, in which service he continued until the breaking up of that corps in 1811. Being then an old Post-Captain, he applied for a line-of-battle ship, and was appointed successively to the Impetueux, Dublin, Venerable, and Bulwark. In the latter ship he served for some time on the coast of North America, where he captured the Harlequin, a fine schooner privateer, mounting 10 long 12-pounders, with a complement of 115

men. The Bulwark also formed part of the squadron under Rear-Admiral Griffith, (now Colpoys,) in an expedition up the Penobscot; and assisted in taking Castine, and several other places in that river.

At the general promotion, June 4, 1814, Captain Milne was advanced to the rank of Rear-Admiral. His last appointment was to the command at Halifax; and he was preparing to sail, when Lord Exmouth received orders to fit out a squadron for the attack on Algiers *. Ever desirous of active service, our officer immediately solicited leave to join the expedition; and how well he acquitted himself, as second in command, is well known to the world.

Lord Exmouth, whose despatch is a master-piece of the kind, pays him the highest compliments, and laments that he was not sooner known to him. The loss on board his ship, the Impregnable, was greater than any British man-of-war, perhaps, ever before sustained, having 210 men killed and wounded; he himself received a slight wound, but did not report it. For his conduct in that tremendous conflict, he was nominated a K. C. B. Sept. 21, 1816; and subsequently received the royal permission to accept and wear the insignia of the Orders of Wilhelm of the Netherlands, and St. Januarius of Naples, conferred upon him by the sovereigns of those countries. He soon after proceeded to Halifax in the Leander, of 60 guns, and continued on that station during the customary period of three years.

On the 28th April, 1821, being the anniversary of the birthday of the late Viscount Melville, the foundation of a monument to his memory was laid in the centre of St. Andrew's Square, Edinburgh, by Sir David Milne and Rear-Admiral Otway, assisted by other naval officers. An appropriate prayer was offered up on the occasion, by the Very Rev. Principal Baird. The structure is an exact representation of the celebrated column of Trajan, at Rome, and is consequently highly ornamental to the splendid metropolis of Scotland.

The current coins of the realm, an almanack, and several newspapers, were deposited in a crystal bottle, hermetically

* See p. 225.

sealed; as also the following inscription, engraved on a plate of gold:—

"To the memory of that illustrious Statesman,
HENRY DUNDAS, LORD VISCOUNT MELVILLE,

"During the eventful and glorious reign of George III., successively Treasurer of the Navy, one of the Principal Secretaries of State, and First Lord of the Admiralty, of the United Kingdom of Great Britain and Ireland, whose unwearied and successful exertions to promote the interest of the British Navy, have justly entitled him to be ever esteemed THE SEAMAN'S BEST FRIEND, this monumental column is erected by the voluntary contributions of the Officers, Petty Officers, Seamen, and Marines, of the Royal Navy of these United Kingdoms, as a testimonal of admiration and gratitude, in the year of our Lord 1821, and in the second year of the reign of his Majesty George IV."

There was deposited at the same time, and in the same manner, a plate of silver, with the names of the Committee of Management inscribed upon it. After the ceremony, a number of the friends and admirers of the late Viscount dined together at the Waterloo Tavern *.

Sir David Milne married, first, in 1804, Grace, daughter of Sir Alexander Purves, Baronet. His present lady is a daughter of the late George Stephen, of Grenada, Esq.

JAMES YOUNG, Esq.

Rear-Admiral of the Red.

THIS officer was made a Commander by Sir John Jervis, in 1794; and on his return from the West Indies, in the Reprisal, was appointed to the Comet fire-vessel. He subsequently

* The late Viscount Melville was the projector of the memorable expedition to Egypt. His lordship's proposal for sending an armament thither, was strongly contested in the Privy Council. Mr. Pitt gave a very reluctant consent; and his late Majesty wrote, on the paper in which he signified his acquiescence, words to the following purport: "I give my consent to this measure with the greatest reluctance, as it tends to expose the flower of my army to perish in a distant, dubious, and perilous expedition." At a subsequent period, the King breakfasted with his Lordship at Wimbledon; and when about to leave the table, filled a glass of wine, and drank "To the health of the Minister who dared to advise and press the enterprise, which terminated so gloriously, against the opinion of his colleagues, and the express disapprobation of his sovereign."

acted as Captain of the Zealous, a third rate, on the Mediterranean station, from which ship he again returned to the Comet. His post commission bears date Oct. 5, 1795. We next find him commanding the Greyhound frigate, employed first in the North Sea and afterwards off Marcou, where he captured l'Aventure and la Tartane French privateers, each mounting 16 guns.

About the month of Feb. 1799, Captain Young was appointed to the Ethalion, of 46 guns; and on the 17th Oct. following, had the good fortune to capture, after a running fight of an hour, the Spanish frigate Thetis, of 36 guns and 250 men, from Vera Cruz, with specie to the amount of 1,411,256 dollars, and a large quantity of cocoa. Her consort, the Santa Brigida of similar force and value, was captured on the following morning by the Naiad, Alcmene, and Triton *. The prize money for the cargoes of these vessels, exclusive of their hulls, stores, &c., was distributed in the following proportions: Captains each, 40,730*l.* 18*s.*; Lieutenants, 5,091*l.* 7*s.* 3*d.*; Warrant Officers, 2,468*l.* 10*s.* 9½*d.*; Midshipmen and their class, 791*l.* 17*s.* 0¼*d.*; Seamen and Marines, 182*l.* 4*s.* 9¾*d* †.

In the following year, Captain Young removed into the Pique frigate, and during the remainder of the war was employed on the Mediterranean station, from whence he returned to England July 2, 1802. His next appointment was in the spring of 1807, to the Valiant of 74 guns. He became a Vice-Admiral June 4, 1814.

Our officer married at Gibraltar, in 1802, the daughter of Colonel (now Lieutenant-General) Fyers, of the Royal Engineers, a lady at that time deemed the Beauty of the Rock.

Residence.—Barton-end House, near Minchinhampton, Gloucestershire.

* See p. 611.

† The boats of the Ethalion had previously taken seven vessels, laden with provisions, off the island of Majorca.

REAR-ADMIRALS OF THE WHITE.

JAMES MACNAMARA, Esq.

Senior Rear-Admiral of the White.

This officer is descended from an ancient family in Ireland. He entered the naval service in 1782, on board the Gibraltar, of 80 guns, bearing the broad pendant of the late Sir Richard Bickerton, Bart., whom he accompanied to the East Indies; and immediately on his arrival there, was removed into the Superb, of 74 guns, the flag-ship of Sir Edward Hughes, K.B.

Soon after the action with M. de Suffrein, off Cuddalore, June 20, 1783 *, in which the Superb had 12 men killed and 41 wounded, Mr. Macnamara was appointed to act as Lieutenant of the Monarca, a third rate, in which ship he returned to England. He subsequently served for several years as a Midshipman on board the Europa, bearing the flag of Admiral Innes, at Jamaica, on which station he was at length promoted to the rank of Lieutenant.

During the Russian and Spanish armaments, we find him in the Excellent, of 74 guns, and Victory, a first rate; the former commanded by Captain Gell, the latter carrying the flag of Lord Hood. In 1793, soon after the commencement of the war with France, he again joined that nobleman, and was by him made a Commander, about the period of the evacuation of Toulon †.

Our officer was afterwards appointed acting Captain of the Bombay Castle, 74, from which ship he exchanged into the Southampton frigate; but, owing to an official mistake, was not confirmed in his post-rank until Oct. 6, 1795.

The Southampton formed part of the light squadron under the orders of Commodore Nelson, sent to co-operate with the Austrian and Sardinian armies in their attempt to drive the republicans from the Genoese territories; and on the departure of that officer, after the termination of the Vado cam-

* See note at p. 425. † See pp. 46, 60, 294, &c.

paign, was left off Genoa to blockade la Vestale, a French frigate, of 36 guns; la Brune, of 32 guns; two brigs, mounting 16 guns each; several cutters, gun-boats, &c.

Notwithstanding this immense disparity of force *, it was not until the fifteenth day after his arrival off that port, that Captain Macnamara had the satisfaction of seeing them venture out. The weather was at this time extremely hazy, and the wind blowing hard. Running the Southampton close aboard of la Vestale, he soon compelled her to surrender; but when about to take possession, his mizen-mast went by the board, of which, and the increasing density of the atmosphere, the enemy took advantage, re-hoisted her colours, and went off before the wind after her companions.

Chagrined as Captain Macnamara was at this event, it was not long before another opportunity offered of distinguishing himself. On the evening of June 9, 1796, the present veteran Admiral of the Fleet, at that time Commander-in-Chief in the Mediterranean, discovered a French cruizer working into Hières bay, near Toulon; and immediately singling out the Southampton, called her commander on board the Victory, pointed the enemy's ship out, and directed him to make a dash at her through the Grand Passe. The Southampton was instantly under weigh, and passed the batteries on the N. E. end of Porquerol island, in view of the British fleet, which, with agonizing suspense witnessed the boldness of an attempt, that scarcely any thing but complete success could have justified. Sir John Jervis, on this occasion, even refused to give a written order for the undertaking; he only said to Captain Macnamara, "bring out the enemy's ship if you can; I'll give you no written order; but I direct you to take care of the King's ship under your command." This enterprise was executed in a most masterly manner, and, as the Admiral's letter expresses it, with "admirable skill and alacrity."

It is impossible to do justice to the merit of those employed in this achievement. A better idea of its formidable nature cannot be given, than by Captain Macnamara's public letter to Sir J. Jervis.

* The Southampton was only a 32-gun frigate.

"*Southampton, off Toulon, 10th June, 1796.*

"Sir.—In obedience to the orders I received from you on the Victory's quarter-deck last evening, I pushed through the Grande Passe, and hauled up under the batteries on the N. E. of Porquerol with an easy sail, in hopes I should be taken for a French or neutral frigate, which I have great reason to believe succeeded, as I got within pistol-shot of the enemy's ship before I was discovered, and cautioned the Captain through a trumpet not to make a fruitless resistance, when he immediately snapped his pistol at me, and fired a broadside. At this period, being very near the heavy battery of Fort Breganson, I laid him instantly on board, and Lieutenant Lydiard * at the head of the boarders, with an intrepidity no words can describe, entered and carried her in about ten minutes, although he met with a spirited resistance from the Captain, (who fell) and a hundred men under arms to receive him. In this short conflict, the behaviour of all the officers and ship's company of the Southampton had my full approbation, and I do not mean to take from their merit by stating to you, that the conduct of Lieutenant Lydiard was above all praise. After lashing the two ships together, I found some difficulty in getting from under the battery, which kept up a very heavy fire, and was not able to return through the Grande Passe before half after one o'clock this morning, with l'Utile corvette, of 24 guns, French 6-pounders, commanded by Citoyen François Vega, and 130 men, 25 of whom were killed and wounded.

"I have the honor to be, &c.

"J. MACNAMARA."

Captain Macnamara was subsequently employed under Commodore Nelson, in taking possession of Porto Ferrajo, evacuating Capreja and Corsica, in the expedition against Piombino, and siege of Castiglione.

Towards the latter end of 1796, the Southampton captured the Spanish brig of war El Corso, of 18 guns, in a hard gale, by boarding, under the batteries of Monaca. The first attempt failed, only one man (the coxswain, Harper,) getting on board; but Captain Macnamara, stimulated by the desire of rescuing so brave a fellow, made a second dash, and succeeded in throwing about 30 men into her, when she surrendered. During the ensuing 48 hours, the sea ran too high to communicate by boats, and the prize consequently remained for that time under the command of the coxswain. From the tempestuous weather, and the shoal water Captain Macnamara's ship was in, the above appears to have been one of those perilous acts that nothing but the confidence he reposed in the skill and bravery of his crew could have warranted.

* Afterwards Captain of, and perished in, the Anson.

In the memorable battle off Cape St. Vincent, Feb. 14, 1797, the Southampton was one of the repeating frigates to the centre division of Sir John Jervis's fleet. She returned to England in the month of June following, and was soon after put out of commission.

Captain Macnamara's next appointment was to the Cerberus, of 32 guns, on the Irish station, where he captured l'Echange French letter of marque, of 10 guns and 40 men.

On the 20th Oct. 1799, our officer being on a cruize off Ferrol, fell in with a fleet of Spanish merchantmen, escorted by five frigates and two armed brigs, which he immediately attacked, and nearly succeeded in boarding one of the frigates; but was obliged to relinquish the attempt in consequence of being very closely pressed by the rest. He however took possession of, and after removing her people, set fire to one of the merchant vessels, in the midst of the enemy's squadron. The Cerberus on this occasion had her main-top-sail yard-arm carried away by the rigging of the ship she had endeavoured to board, and sustained some other trivial damages, but had not a man killed, and only 4 wounded. The gallantry of her commander, in seeking a contest with so superior a foe, excited general admiration; and the Lords of the Admiralty, as a token of their approbation, paid him the compliment of promoting his first Lieutenant to the rank of Commander.

In 1800, Captain Macnamara was sent to the Jamaica station, where he cruized with considerable success during the remainder of the war. After the peace of Amiens, he went several times to St. Domingo, to confer with the French General Le Clerc. The Cerberus was paid off at Chatham in Feb. 1803, after having been most actively employed, and almost constantly at sea during a period of five years and a half.

On the 6th April, 1803, Captain Macnamara being in Hyde Park with his Newfoundland dog, the latter began fighting with one belonging to a Colonel Montgomery, who alighted from his horse to separate them. High words ensued between their respective owners, which led to a duel the same evening at Chalk Farm. The parties were both wounded, the Colonel mortally. A verdict of manslaughter having

been returned by the Coroner's inquisition, Captain Macnamara was taken into custody, and on the 22d of the same month, tried at the Old Bailey. His defence, which he read himself to the court, is so eloquent an appeal to the feelings and passions of a jury, that we cannot resist in this place, giving it to our readers at length.

"Gentlemen of the Jury,—I appear before you with the consolation that my character has already been delivered, by the verdict of a grand jury, from the shocking imputation of murder; and that, although the evidence against me was laid before them, without any explanation or evidence of the accusations which brought me into my present unhappy situation, they made their own impression, and no charge of criminal homicide was found against me. I was delivered at once from the whole effect of the indictment. I therefore now stand before you upon the inquisition only taken before the coroner, upon the view of the body, under circumstances extremely affecting to the minds of those who were to deliberate on the transaction, and without the opportunity which the benignity of the law affords me at this moment, of repelling that inference of even sudden resentment against the deceased, which is the foundation of this inquest of *Manslaughter*.

"The origin of the difference, as you see it in the evidence, was insignificant: the heat of two persons, each defending an animal under his protection, was natural, and could not have led to any serious consequences. It was not the deceased's defending his own dog, or his threatening to destroy mine, that led to the fatal catastrophe. It was the defiance alone which most unhappily accompanied what was said; words receive their interpretation from the avowed intention of the speaker. The offence was forced upon me by the declaration that he invited me to be offended, and challenged me to vindicate the offence by calling upon him for satisfaction. '*If you are offended at what has passed, you know where to find me.*' These words, unfortunately repeated and reiterated, have, over and over again, been considered, by criminal courts of justice, as sufficient to support an indictment for a challenge. These judgments of courts are founded upon the universal understandings and feelings of mankind; and common candour must admit, that an officer, however *desirous* to avoid a quarrel, cannot refuse to understand what even the grave judges of the law must interpret as a provocation and a defiance. I declare, therefore, most solemnly, that I went into the field from no resentment against the deceased: nothing, indeed, but insanity, could have led me to expose my own life to such imminent peril under the impulse of passion, from so inadequate a cause as the evidence before you exhibits, when separated from the defiance which was the fatal source of mischief; and I could well have overlooked that too, if the world, in its present state, could have overlooked it also. I went into the field, therefore, with no determination or desire to take the life of my opponent, or to expose my own. I went there in hopes of re-

ceiving some soothing satisfaction for what would otherwise have exposed me in the general feelings and opinions of the world. The deceased was a man of popular manners, as I *have heard*, and with very general acquaintance. I, on the other hand, was in a manner a stranger in this great town, having been devoted from my infancy to the duties of my profession, in distant seas. If, under these circumstances, words which the deceased intended as offensive, and which he repeatedly invited to be resented, had been passed by and submitted to, they would have passed from mouth to mouth, have been even exaggerated at every repetition, and my honor must have been lost.

"Gentlemen, I am a Captain of the British Navy. My character you can only hear from others; but to maintain any character in that station, I must be respected. When called upon to lead others into honorable dangers, I must not be supposed to be a man who had sought safety by submitting to what custom has taught others to consider as a disgrace. I am not presuming to urge any thing against the laws of God, or of this land. I know that, in the eye of religion and reason, obedience to the law, though against the general feelings of the world, is the first duty, and ought to be the rule of action; but, in putting a construction upon my motives, so as to ascertain the quality of my actions, you will make allowances for my situation. It is impossible to define, in terms, the proper feelings of a gentleman; but their existence has supported this happy country for many ages, and she might perish if they were lost. Gentlemen, I will detain you no longer; I will bring before you many honorable persons, who will speak what they know of me in my profession, and in private life; which will the better enable you to judge whether what I have offered in my defence may safely be received by you as truth. Gentlemen, I submit myself entirely to your judgments. I hope to obtain my liberty through your verdict, and to employ it with honor in defence of the liberties of my country."

Captain Macnamara afterwards called on the following respectable naval officers, to give evidence as to his character: *viz.* the Viscounts Hood and Nelson, Lord Hotham, Sir Hyde Parker and Sir Thomas Troubridge; Captains Martin, Towry, Lydiard, Moore, and Waller; also General Churchill and Lord Minto; who all concurred in bearing testimony of his conduct as an officer and a gentleman; and of his being an honorable, good-humoured, pleasant, lively companion, exactly the reverse of a quarrelsome man. The jury withdrew for about ten minutes, and then returned a verdict of, *Not Guilty*.

Our officer subsequently obtained the command of the Dictator, a 64-gun ship, in which he served two years on the North Sea station, and then removed into the Edgar, 74. In 1808

we find him employed in the Baltic, under the orders of Rear-Admiral Keats, and assisting in the rescue of the Spanish army commanded by the Marquis de la Romana, which had been drawn from Spain by Buonaparte, preparatory to his designs upon that country being carried into effect. Whilst on that service, he was selected to command some gun-boats sent to attack a Danish brig of war and a cutter, lying under the protection of the batteries of Nyborg, and which he compelled to surrender after a gallant resistance. They proved to be the Fama, of 18, and Salorman, of 12 guns. The enemy on this occasion had 7 men killed, and 13 wounded. The British, one officer, Lieutenant Harvey of the Superb, slain, and 2 seamen wounded.

On his return to England, Captain Macnamara was appointed to the Berwick, a new 74, in which he was employed on various services in the North Sea, and occasionally had the command of a squadron blockading Cherbourgh. On the 24th March, 1811, he chased a large French frigate, and compelled her to take shelter, with an ebbing tide, within the rocks near Barfleur light-house, where she was burnt by her crew, after receiving considerable damage from the Berwick's fire.

Our officer was advanced to the rank of Rear-Admiral, June 4, 1814. He married, Jan. 26, 1818, the widow of the Hon. Lieutenant-Colonel Carleton.

Residence.—Bath.

ROBERT WALLER OTWAY, Esq.

Rear-Admiral of the White.

This officer is descended from an old and respectable family long seated at Ingmire Hall, on the borders of Westmoreland; a junior branch of which was attached to Cromwell's army during the civil wars, and accompanied him to Ireland, where they acquired *by the sword* a considerable property, which is still in the possession of their progeny.

His father, an old dragoon officer, wished him to enter the army in preference to the navy, and as an inducement thereto, offered to purchase him a cornetcy, although then only

in his thirteenth year; but his predilection for the sea was so great, that his parents consented to his embarking on board the Elizabeth, of 74 guns, commanded by the late Sir R. Kingsmill, Bart.

From this period, (1784) we find him continually serving as a Midshipman on the Mediterranean station, in the West Indies, and on the coast of Guinea, until 1793, when he was promoted through the interest of Admiral Affleck * (with whom he had served for three years at Jamaica) to the rank of Lieutenant, in the Falcon brig. His next appointment appears to have been to the Impregnable, of 98 guns, which ship bore the flag of Rear-Admiral Caldwell, was much crippled, and sustained a loss of 7 men killed and 24 wounded, in the glorious battle of June 1, 1794.

On this memorable occasion Mr. Otway, though a junior Lieutenant, distinguished himself by going aloft, accompanied by the present Captain Charles Dashwood, and lashing the fore-top-sail yard, which had been shot in the slings, to the cap; whereby the ship was enabled to wear in pursuit of the enemy. The Rear-Admiral was so well pleased with him for performing this essential service, without which the top-sail could not have been again set, that he returned him his thanks publicly on the quarter-deck; and on the first Lieutenant being promoted, offered to appoint him his successor. This proposal, however, Mr. Otway with singular modesty declined, saying, in the presence of the Secretary, "that he was on the happiest terms possible with his mess-mates, and that being placed so suddenly over the heads of several *old officers* might probably create jealousies, and prove detrimental to the service." The Rear-Admiral immediately acknowledged the justness of Mr. Otway's observation, but declared that in the event of his flag being shifted into another ship, he *should* be his first Lieutenant. This actually happened a few weeks after, when, being ordered to the West Indies with four sail of the line in pursuit of a French squadron, Rear-Admiral Caldwell removed into the Majestic, 74, accompanied only by his Captain, Secretary, and Lieutenant Otway.

Soon after their arrival at Martinique, the subject of this

* See note † at p. 568.

memoir was advanced to the rank of Commander, in the Thorn sloop of war; and in the month of April 1795, he had the good fortune to capture la Belle Creole, a large schooner, sent by the notorious and infamous Victor Hugues, from Guadaloupe, with a banditti, to assist in carrying into effect a plan that had been concerted between himself and the disaffected inhabitants of St. Pierre, for burning that town, and the massacre of all those who were inimical to them. The papers found on board the prize proved the existence of this diabolical conspiracy, the detection of which was considered of such great importance that the French royalists of Martinique presented our officer with a gold-hilted sword, value 200 guineas, for the service he had thus rendered that colony.

On the 25th of the following month, Captain Otway fell in with, and after a spirited night action of 35 minutes, during which the enemy made two attempts to board the Thorn, captured le Courier National, a French corvette, of 18 guns and 119 men, of whom 7 were killed and 20 wounded. The Thorn was sickly at the time, and had only 80 hands, including officers and boys, on board; of these, her commander and 5 others were wounded, but not a man was slain.

During the Carib war in the island of St. Vincent, we find Captain Otway actively employed in co-operation with the army, particularly in an attack made upon Owia, which was surprised and taken by the Thorn, and a party of soldiers belonging to the 60th regiment. He afterwards landed his crew, and in conjunction with a detachment of troops, stormed the strong post of Chateau Bellair, the loss of which obliged the enemy to retire into the interior of the island. Captain Otway on this occasion received a slight wound, and had 25 of his crew killed and wounded. For these and other services, he received the unanimous thanks of the House of Assembly; and on the 30th Oct. 1795, was promoted to the rank of Post-Captain, in the Mermaid of 32 guns, which ship he joined at Grenada in the course of the following month.

The island of Grenada, like those of St. Lucia and St. Vincent, was at that period in a state of insurrection. The slaves had all revolted and joined the French part of the inhabitants, whilst the flames of rebellion were fanned by the ma-

chinations of the blood-thirsty Victor Hugues, whose forces carried death and destruction throughout that unhappy colony. In this state of affairs, Captain Otway, by his active and zealous exertions, contributed most powerfully to the cause of suffering humanity.

It would greatly exceed our limits were we to particularize every action in which he was engaged with the enemy on shore, and with the batteries thrown up by the brigands; but we cannot refrain from noticing his gallant and firm conduct on two remarkable occasions. Being off Labaye, in Grenada, in company with the Favorite sloop of war, commanded by the present Sir James Athol Wood, and observing that some English troops were pent up in a block-house, from whence their communication with the shipping was entirely cut off by the enemy, who had erected a battery in a position that enabled them to scour the beach, and thereby prevent supplies being sent to the garrison; Captain Otway instantly landed with a party of seamen and the marines of both vessels, under the cover of whose fire he stormed the battery and levelled it with the ground. Soon after this affair, several thousand troops recently arrived from England were disembarked in the vicinity of Labaye, under the superintendance of Captain Wood, and were very shortly in action with the rear of the enemy's army. At this critical moment two French vessels, under English colours, arrived at Labaye, with a considerable reinforcement of troops from St. Lucia. The General commanding the British forces in Grenada immediately decided upon re-embarking, and communicated his intentions to Captain Otway; who, however, seeing that the carrying of such a measure into effect would be attended with the total loss of the island, refused to comply, saying "that he had landed the troops there at a great risk *, by the General's desire, and that *they must now fight it out, as he would not embark a man.*" Having thus taken upon himself a most awful responsibility, he galloped up to a height on which were posted some field-pieces under the command of an artillery officer, ordered their fire to be opened on the enemy's vessels, and by that means compelled them to cut

* The Pontsborn, East Indiaman, was lost that night in consequence of being detained after landing the soldiers embarked in her.

their cables and stand out to sea with the soldiers still on board. They were pursued with great promptitude by Captain Wood, but escaped in consequence of the Favorite unfortunately losing her fore-top-mast. A general attack was now made by the British troops, led on by Brigadier-General Campbell, who charged the enemy on Pilot Hill, and gained a most decisive victory. In this brilliant affair the Buffs and 8th regiment particularly distinguished themselves, as did also the St. George's Island cavalry. The loss sustained by the brigands was immense; and that of the British likewise very severe, no quarter being given on either side.

Leaving the reader to comment on the conduct of Captain Otway, we shall return with the latter to the little Mermaid; in which ship, on his return from Grenada to Guadaloupe, Aug. 8, 1796, he fought a most gallant action close under the batteries at Basse-terre, with la Vengeance, a French frigate of the largest class; and notwithstanding her vast superiority, compelled her to return to that anchorage from which she had been sent with orders either to *take* or *sink* the Mermaid. The enemy, on this occasion, acknowleged a loss of 12 men killed and 26 wounded; and so exasperated was Victor Hugues at the result of the combat, that he not only broke the French Captain's sword, for what he termed his cowardly conduct, but with his characteristic cruelty, deprived some English officers and men who were confined in Basse-terre prison, of water for the space of 24 hours, as a punishment for their venturing to cheer when they saw la Vengeance towed into port by the boats which had gone out to her rescue. The Mermaid had not a man hurt; and although much cut up in her sails and rigging, came out of action with all her spars, the fore-top-gallant-mast excepted, in perfect order. La Vengeance likewise suffered considerably in her sails and rigging, and was also much damaged in her hull.

In the month of April, 1797, the Mermaid, in company with the Hermione and Quebec frigates, had a smart affair with the forts at Jean Rabel, St. Domingo, and succeeded in cutting out twelve sail of merchantmen. Captain Otway soon after exchanged into the Ceres, of 32 guns, the boats of which ship captured la Mutine French privateer, of 18 guns and 90

men, lying at anchor in a creek at Porto Rico, and drove on shore and burnt another vessel of the same name and force. The party which boarded the latter was headed by Captain Otway, whose coxswain received a musket-ball when by his side, and in the act of jumping on board.

Early in 1798, we find our officer cruizing in the Gulf of Mexico, under the orders of Sir Hyde Parker, by whom the Ceres and Trent were sent in chase of a guarda costa near the Havannah. Unfortunately they both ran aground, of which the Spaniard took advantage and placed himself in a position to annoy the Trent very much; which being perceived by Captain Otway, he threw himself into one of the boats sent from the squadron to their assistance, and followed by five others, attacked, carried, and burnt the enemy's vessel, which mounted six long 24-pounders and four smaller guns, and bore the broad pendant of a Commodore of flotilla. On this occasion Captain Otway had another narrow escape; Lieutenant Thomas Walker of the Thames, a most gallant officer, since drowned, being badly wounded when about to board the enemy, and close to his enterprising leader.

The Ceres was almost immediately got afloat, and afterwards assisted in extricating the Trent from her very dangerous situation. The commander of the latter dying soon after, she was given to Captain Otway as a reward for his very great exertions in saving so fine a ship. *. The following account of two dashing exploits, will exhibit a fair specimen of the services performed by him during the ensuing two years.

At the commencement of 1799, the Trent appeared off St. Juan, the capital of Porto Rico, which induced the Spanish governor to send orders overland for a schooner, then lying in a small harbour on the south side, to re-land her cargo, and to be dismantled. Soon after these directions had been given, the Trent *accidentally* came to that side of the island, and discovered the schooner moored close to a battery of six 24-pounders. Captain Otway got hold of a negro on the coast, to whom he gave 100 dollars for shewing him a landing place

* The Trent was one of the first frigates ever built of fir; she sailed remarkably well; was rated at 36 guns; and carried long 18-pounders on her main-deck.

at some distance from the battery. The same night he landed a party of seamen and marines, and marching into the rear of the enemy, took them by surprise at a moment when they were watching the movements of the Trent, with their guns loaded and primed. The battery was immediately destroyed; the sails, rudder, and cargo of the schooner brought down from a house half a mile in the interior, reshipped, and the prize sent off for Jamaica by day-light the next morning. This service was performed with the loss of only one man killed on the part of the British. About 20 of the enemy were put to the sword in the battery.

A few weeks after this affair, as Captain Otway was again reconnoitring on the south side of Porto Rico, accompanied by the Sparrow cutter, he discovered l'Alexandre and le Revenge, two French privateers, each mounting 18 guns, a Spanish brig of 10 guns, and some coasting vessels, at anchor under a small battery within the *Dead Man's Chest*. The enemy's guns on shore were soon silenced by the Trent, and her boats sent under cover of the Sparrow to attack the vessels. On their approach each of the privateers hoisted the *bloody* (red) flag, as an indication that no quarter would be given, notwithstanding which they resolutely pushed on, and after a smart action carried the whole without losing a man, whilst the enemy had no less than 50 killed and wounded.

Captain Otway continued to command the Trent on the Jamaica station till Sept. 1800, when he sailed for England with the flag of Sir Hyde Parker. During the six years that he had served in the West Indies, he is supposed to have captured and destroyed about two hundred of the enemy's privateers and merchantmen, mounting on the whole 1000 guns. Nothing can mark the character of this officer more strongly than the following anecdote, of the authenticity of which we are well assured:—A party of seamen belonging to the Trent were on shore at Portsmouth returning stores, when the Master-Attendant of the Dock-yard asked them *how they liked their Captain*; one of them replied, "*he was a man who would never deceive his crew, for if any of them deserved a couple of dozen, and he promised it, they were sure to get it; but that he did not make them polish shot or stanchions, and that he made the officers do their duty as well as the men.*"

Another of them observed, that "*the Captain always slept with 'one eye open,' and looked out for them all.*" It is but an act of justice to say, that the Trent, whilst on the Jamaica station, was considered as a most perfect frigate in her appearance and discipline, and is spoken of even to this day at Port Royal.

From the Trent, Captain Otway was appointed to the Royal George, a first-rate, bearing the flag of his friend Sir Hyde Parker, with whom he afterwards removed into the London, of 98 guns, and sailed for the Baltic. During the battle off Copenhagen, April 2, 1802 *, he was sent in an open boat with orders to Lord Nelson, and remained with that hero until the engagement had ceased. He arrived at the Admiralty with the official despatches relative to that glorious event, on the 15th of the same month; but soon after rejoined the London in the Baltic, where he continued until the final dissolution of the Northern Confederacy.

Captain Otway subsequently commanded the Edgar, of 74 guns, in which ship, after serving for some time with the Channel fleet, he was sent with several others to the West Indies, from whence he returned to England after the signing of the definitive treaty of peace between England and the French republic. The Edgar was paid off at Chatham in July 1802. It is here worthy of remark, that the ensuing Christmas night was the first he had slept on shore since 1784, a period of 18 years.

On the renewal of the war, in 1803, our officer was appointed to the Culloden, 74; but ill-health, and a severe domestic calamity, prevented him joining her. His next appointment was to the Montagu, another third-rate, in which we find him employed in the blockade of the enemy's ports from Brest to the Dardanelles. In 1805, when the gallant and veteran Cornwallis made a dash at the enemy's fleet close in with Brest harbour, Captain Otway was one of his supporters, and on that occasion poured a well-directed fire into l'Alexandre, a French 80-gun ship, killing and wounding many of her men. The Montagu had her gaff disabled, and sustained some damage in her sails and rigging, but had not a man hurt.

* See note *, at p. 365.

Captain Otway was subsequently detached to the West Indies, under the orders of Sir R. J. Strachan, in pursuit of a French squadron; and whilst on that service encountered a most tremendous hurricane. In 1807, he went to the Mediterranean, and during the winter of that year assisted at the evacuation of Scylla, a fortified rock in the Faro of Messina, the garrison of which was embarked under a smart fire from the enemy on the Calabrian shore. He was afterwards entrusted with the command of a squadron employed in co-operation with the Spanish patriots on the coast of Catalonia, and received the thanks of the junta of Gerona for the assistance afforded by him during the siege of that city, and for taking possession of the fortress of Rosas, by which the French were compelled to retire from Castalon, a town of some importance, situated five miles from the coast.

Soon after this latter event, Captain Otway was appointed to the Malta, of 80 guns, off Toulon, which ship he paid off at Plymouth in Dec. 1808. About the month of May following, he obtained the command of the Ajax, a new 74; and towards the latter end of the same year, escorted a large fleet of merchantmen to the Mediterranean. During the greater part of the winter, he cruized with a squadron under his orders off the island of Sardinia, and made several captures.

On the 20th July, 1810, the Ajax, in company with the Warspite and Conqueror, 74's, Euryalus frigate, and Sheerwater brig, forming the in-shore squadron off Toulon, had an affair with a French three-decker, five other line-of-battle ships, and four frigates, which reflects the highest credit on all concerned. The enemy came out of port for the purpose of liberating a frigate in Bandol; and owing to the situation of the Euryalus and Sheerwater, had nearly cut them off, when Captain Blackwood, the senior officer, brought to in order of battle, with the Warrior, Ajax, and Conqueror, engaged the headmost ships of the French line, and notwithstanding their great numerical superiority, compelled the whole to tack and stand back to their port, followed for some time by the British squadron, whose commander, in his public letter to Sir Charles Cotton, made the most flattering report of Captain Otway's spirited and judicious conduct on the occasion.

On the 13th Dec. following, the Ajax assisted at the de-

struction of a French convoy, lying in the Mole at Palamos, on the coast of Catalonia; the particulars of which affair, in which she had about 70 men killed, wounded, and missing, will be given under the head of Captain Francis William Fane, in our next volume.

On the 31st March, 1811, Captain Otway being off Elba, in company with the Unité frigate, fell in with a squadron of French frigates; and after a most arduous chace captured la Dromedaire, a new ship of 800 tons, but mounting only 20 guns, with a complement of 150 men, having on board a cargo consisting of 12,000 shot and shells of different sizes, and 90 tons of gunpowder, intended as a present from Buonaparte to the Bey of Tunis. Her companions, the Emily and Adrian, of 40 guns each, were enabled from their proximity to the shore to effect their escape into Porto Ferrajo.

Captain Otway's health had now become so much impaired through the fatigues of long and indefatigable service, as to compel him to retire for a time from the active duties of his profession. He accordingly obtained permission to exchange into the Cumberland, of 74 guns, the command of which ship he resigned on his arrival in England at the latter end of 1811. From that period he remained on shore until May 1813, when he was again appointed to the Ajax, and in her joined the Channel fleet. During the ensuing winter, we find him employed covering the siege of St. Sebastian, and making several captures, among which was l'Alcyon, a French corvette of 16 guns and 120 men, taken after a long chase off Scilly, March 17, 1814.

In the month of June following, our officer was sent from Bordeaux to Quebec with a squadron, having under its escort a body of 5000 troops destined to reinforce our army in Canada. Previous to his return to England, he visited Lake Champlain, and assisted in equipping the flotilla there. His advancement to the rank of Rear-Admiral took place June 4, 1814, but we presume that event was not known to him until his arrival in the St. Lawrence. He succeeded Sir William Johnstone Hope as Commander-in-Chief on the coast of Scotland, in 1818, and remained on that station during the customary period of three years *.

* It is rather a singular coincidence, that the Phaeton frigate was the first ship that Rear-Admiral Otway went to sea in, and the first that received his

A short time before he hauled down his flag, Rear-Admiral Otway was presented with the freedom of the city of Edinburgh; and entertained at a public dinner given him by the noblemen and gentlemen of the club in St. Andrew's Square, as a testimony of their respect for his public and private character.

Our officer married, on his return from the Baltic in Aug. 1801, a daughter of the present Admiral Holloway, and by that lady has a numerous family.

Country-seat.—Westwood, near Southampton.

WILLIAM LUKIN, Esq.

Rear-Admiral of the White.

This officer, the eldest son of the late Dr. Lukin, Dean of Wells, and nephew and heir of that celebrated statesman the late Right Hon. William Windham *, was a Lieutenant in 1793; commanded the Hornet sloop of war in 1795; and obtained the rank of Post-Captain on the 28th Nov. in the same year. We subsequently find him serving in l'Espion frigate, and Standard, 64. From the latter ship, after cruizing for about six months off the Texel, under the orders of Admiral Duncan, he removed, towards the close of 1796, into the Thames, of 32 guns, the command of which vessel he retained until the peace of Amiens.

The Thames formed part of the fleet at Spithead during the mutiny in 1797 †; but owing to Captain Lukin's judicious

flag when going to assume the command at Leith, sailing each time from Spithead. She was built about 1780, and is now in active service.

* It is not, we believe, generally known, that Mr. Windham actually embarked in the same vessel in which the immortal Nelson made his first voyage, under Commodore Phipps, to determine the practicability of a N. E. passage to India. On this voyage of discovery, some men of science were despatched, carrying with them an excellent apparatus for mathematical and astronomical operations, to which Mr. Windham was through life warmly attached. Unfortunately, however, for science, he found himself incapable of sustaining the vicissitudes of a voyage: he became so seasick as to be dangerously indisposed; and the Commodore was obliged to land him in Norway, whence he returned to Norfolk in a Greenlandman.

† See pp. 548, *et seq.*

management of her crew, was the first ship that proceeded to sea after its suppression; a circumstance which will not appear the less creditable to our officer, when we state that she was known to be under orders for the West Indies, a station at that period particularly unhealthy, and universally dreaded. Subsequent to her return from thence, she cruized with considerable success in the British Channel, and among other vessels captured l'Aurore French corvette, of 16 guns; l'Actif privateer, of 16 guns and 137 men; le Diable a Quatre, of 16 guns and 150 men; and an armed schooner laden with coffee. She also retook a valuable merchant vessel from New York bound to London. Towards the latter end of the war, we find her employed off Cadiz, under the orders of Sir James Saumarez; and she appears to have taken a part in the action with the combined squadrons of France and Spain, July 13, 1801 *.

On the renewal of hostilities, in 1803, Captain Lukin was appointed to the Doris frigate. He afterwards commanded in succession the Thunderer, Gibraltar, and Mars, ships of the line, the latter of which was for some time stationed off Rochefort, under the late Sir Samuel Hood, and bore a very conspicuous part at the capture of four heavy French frigates, full of troops, Sept. 25, 1806 †. The ships which struck to her on that occasion were la Gloire, of 46 guns, and l'Indefatigable, 44. In the autumn of 1807, she accompanied the expedition sent against Copenhagen ‡; and after the reduction of that place, equipped and escorted to England the Danish ship Fyen, of 74 guns.

Some time after this event, an attack was meditated upon Norway, and the command of the naval and military forces to be employed given to Rear-Admiral Keats and Lieutenant-General Sir John Moore, both of whom, in consequence of Captain Lukin having handsomely offered his ship for that purpose, were conveyed by him to Sweden. The enterprise, as is well known, was soon abandoned, in consequence of the disastrous and menacing aspect of affairs in the latter kingdom, which was not only rent by internal discords, but threatened from without by the combined armies of Russia, France,

* See p. 187, *et seq.* † See p. 570, *et seq.* ‡ See p. 79, *et seq.*

and Denmark. Sir John Moore consequently returned with his troops to England, and thence proceeded to Corunna; but Captain Lukin appears to have continued on the Baltic station, commanding the Mars as a private ship, under the orders of Sir James Saumarez, for a period of three years, during which he was employed in a variety of arduous and important services. His last appointment was to the Chatham, of 74 guns. His promotion to the rank of Rear-Admiral took place June 4, 1814; but he continued to serve as Captain, by an express order from the Admiralty, until after the grand naval review at Spithead, and in the interim was employed in conveying the Russian troops from Cherbourg.

Our officer married, in 1801, Anne, daughter of the late Peter Thellusson, of Brodsworth, in Yorkshire, and Plaistow, co. Kent, Esq., sister of the late, and aunt of the present Lord Rendlesham, of the kingdom of Ireland.

Residence.—Felbrigg Cottage, near Cromer, Norfolk.

EDWARD FELLOWES, Esq.

Rear-Admiral of the White.

This officer, a son of the late William Fellowes, of Ramsey Abbey, Esq., M. P. for the town of Andover, and brother of William Henry Fellowes, Esq. the present representative of the county of Huntingdon, was a Lieutenant in 1793, commanded the Albicore sloop in 1795, and obtained post rank in the Tourterelle, of 26 guns, Dec. 7, in the same year. He was present at the reduction of St. Lucia, by Sir Hugh C. Christian and Sir Ralph Abercromby *; and soon after that event removed into the Alarm frigate. On the 23d Nov. 1796, he captured the Spanish corvette El Galgo, of 18 guns, off Grenada. This vessel had on board specie to the amount of 80,355 dollars.

In Feb. 1797, the Alarm formed part of the squadron under the orders of Rear-Admiral Harvey, at the conquest of Trinidad †; she was subsequently employed on the Jamaica station, where Captain Fellowes cruized with very great acti-

* See note †, at p. 134. † See note at p. 112.

vity and considerable success, taking, among other prizes, a Spanish brig of war, pierced for 18 guns, with a cargo of sugar; and the Felice schooner, of 14 guns and 80 men.

Our officer's next appointment was to the Acasta, a frigate of the largest class, in which he captured the Spanish ship la Juno, of 8 guns, pierced for 16, laden with cocoa and indigo; an armed polacre, with a cargo of brandy, wine, and dry goods; a French schooner, laden with coffee; two French row-boats, schooner rigged; two Spanish doggers; a xebec, of 16 guns, with a cargo similar to that of the polacre, and a number of unarmed merchant vessels laden with coffee, sugar, plantains, fustick, corn, stock, &c.; and destroyed la Victoire French privateer, of 10 guns and 60 men, under the batteries of Aguader.

Captain Fellowes returned to England with the homeward bound trade under his protection, in Sept. 1801; and continued to command the Acasta until the following spring. In the summer of 1805 he was appointed to the Apollo, a new frigate; and in 1806, we find him employed under the orders of Sir W. Sidney Smith, in co-operation with the British army on the shores of Calabria. Major-General Stuart, in his official account of the battle of Maida, made the most grateful mention of Captain Fellowes's "solicitude for the success of the campaign; his promptitude in sending on shore supplies for the troops; his anxiety to assist the wounded; and the tenderness with which he treated them."

Our officer subsequently commanded the Conqueror, of 74 guns, on the Mediterranean station, from whence he returned to England in 1812; since which time his health has not allowed him to be in active service. He was advanced to the rank of Rear-Admiral, June 4, 1814. His lady is the eldest daughter of the late R. Benyon, Esq., M. P. for Peterborough.

Residence.—29, Gloucester Place, Portman Square, London.

WILLOUGHBY THOMAS LAKE, Esq.

Rear-Admiral of the White; and a Companion of the most honorable Military Order of the Bath.

"The family of Lake is descended, in the female line, from Hugh de Caley, of Owby, co. Norfolk, who died in the year 1286;

the founder of its reputation, however, was Dr. Edward Lake, Advocate-General of the kingdom of Ireland, and Chancellor of the Diocese of Lincoln, whose love for his Sovereign, and full conviction of the justness of the royal cause, induced him to lay aside the gown, and follow his august master, Charles I, to the battle of Edgehill, where he received no less than sixteen wounds. Being deprived of the use of his left arm, he placed the bridle of his horse between his teeth, and continued to take a part in the combat until the armies were separated at the approach of night.

On this heroic man being introduced to the King at Oxford, Oct. 23, 1643, (the first anniversary of the battle of Edgehill) his reception was such as he had a right to expect from a Prince for whom he had not only so nobly fought and profusely bled, but also sacrificed considerable estates both in England and Ireland, together with all the emoluments of a lucrative profession. "*For a Lawyer,*" said his Majesty to those about him, "*a professed Lawyer, to throw off his gown, and fight so heartily for me, I must needs think very well of it.*" THE unfortunate monarch soon after granted him the dignity of Baronet, and authority to add a coat of augmentation, of the most honorable description, to the armorial bearings of his family, viz:

In a field gules a right arm, armed; carrying upon a sword a banner argent, charged with a cross between sixteen shields, (in allusion to the number of wounds he had received at Edgehill) in the centre of which is the Lion of England (added by the King himself); and for a crest, to the same coat of augmentation, a Chevalier in a fighting posture, his left arm hanging down useless, and holding a bridle in his teeth; his scarf, red; sword and horse cruentated.

Sir Edward Lake died without issue, in 1674, and was buried in the Cathedral of Lincoln. His brother and heir, allowed the title to remain dormant, but Bibye, his nephew, laid his claim before the Earl of Oxford, who pretended that, owing to the hurry of affairs, the grant had been lost: however, her Majesty Queen Anne, being well satisfied of Sir Edward's eminent services, commanded a new patent to be issued, though with precedency only from the date thereof, Oct. 17, 1711.

The officer of whose services we are now about to present an outline, is the second son of the late Sir James Winter Lake

(third Baronet and grandson of Sir Bibye Lake), by Joyce, daughter of John Crowther, of Bow, co. Middlesex, Esq. He was born about the year 1773, and entered the naval service under the auspices of Captain Andrew Snape Hammond *, with whom, and his gallant nephew the late Sir A. S. Douglas, he served successively, as a Midshipman, in the Irresistible, of 74 guns, Southampton frigate, and Goliath, Alcide, and Vanguard, ships of the line; until his promotion to the rank of Lieutenant, which took place Nov. 21, 1790†.

On the war breaking out with France, in 1793, Mr. Lake obtained an appointment to the Russel, a third-rate, commanded by Captain J. W. Payne, in which ship he remained till the ensuing autumn. He afterwards served as Flag-Lieutenant to Rear-Admiral Macbride, removing with him from ship to ship, and occasionally commanding an armed cutter, during the operations against the French at Nieuport, Ostend, &c.‡ In the spring of the following year, he was appointed first Lieutenant of the Minotaur, 74, bearing the flag of the same officer, and chiefly employed in cruizing off the coast of France §.

On the 25th Nov. 1794, Lieutenant Lake was advanced to the rank of Commander, in the Weazle sloop of war, stationed between Yarmouth and Flamborough Head, for the protection of the fishery. His next appointment was to the Rattler, of 18 guns, a Channel cruizer, under the orders of Admiral Sir Peter Parker. From that vessel he appears to have been posted into the Proserpine frigate, by commission

* The present Sir A. S. HAMOND, of whom a memoir will appear, under the head of Retired Captains, in our next volume.

† The Southampton, of 32 guns, Captain Andrew Snape Douglas, was sent to the Mediterranean about the autumn of 1786, and returned from thence at the period of the Dutch armament, with an account of the state of the French and Spanish fleets in that quarter. The disturbances in Holland having ceased, she was again ordered to the same station, and remained there some time. We subsequently find her attending on the Royal Family at Weymouth; and it is worthy of remark, that she was the ship in which our late Sovereign commenced those marine excursions for which he ever afterwards evinced so decided a predilection. She had also the honor of carrying the Royal Standard on the occasion of his Majesty reviewing the squadron under Commodore Goodall, off Plymouth, Aug. 18, 1789. See Retired Captain Sir FRANCIS J. HARTWELL, in vol. II.

‡ See note ‡ at p. 569. § See p. 502.

dated Jan 4, 1796; and he was subsequently employed in the Channel, and North Sea, under the respective commands of Lords Bridport and Duncan. Among the captures made by him, we find the Dutch schooner privateer Unity, of 10 guns and 50 men, taken near Shetland.

On the renewal of hostilities against France, in 1803, Captain Lake was commissioned to the Topaze, of 38 guns, and placed under the orders of the late Lord Gardner, on the Irish station, where he captured the following privateers: Napoleon, 14 guns and 180 men; Minerve, 14 guns and 111 men; General Augereau, 14 guns and 88 men; and El Fenix, 14 guns and 85 men.

In the summer of 1806, our officer was removed into the Gibraltar, of 80 guns, and entrusted with the command of a small squadron stationed off l'Orient to watch the enemy's ships, then ready for sea in that port. He subsequently served with the Channel fleet, under Earl St. Vincent.

In 1807, Captain Lake's ill health obliged him to retire for a time from the active duties of his profession. He consequently came on shore, and was appointed to superintend the Sussex district of Sea Fencibles. Immediately on his recovery, he solicited to be again employed afloat; but it was not until the spring of 1812 that his wishes were gratified. He was at that period appointed to the Magnificent, of 74 guns, then refitting at Plymouth, and soon after sent to join the squadron under Sir Home Popham, acting in conjunction with the patriots on the north coast of Spain.

Captain Lake assisted at the reduction of Castro, and in the attacks made upon Puerta Galletta, Guetaria, &c.* He also commanded a detachment of seamen and marines, to which was added the Guerilla regiment of Campillo, landed to co-operate in an attack upon the castle of St. Ano. The French being driven thence by the fire of the shipping, were pursued towards the town of Santander † by Captain Lake and the combined forces under his orders. The country between

* Some interesting particulars of the operations of the squadron will be found under the head of Captain Sir George R. Collier, in vol. 2 of this work.

† The castle of St. Ano commands the harbour of Santander [St. Andero,] and is about two miles distant from the town of that name.

the castle and the town was very favorable to the enemy in their retreat; numerous small houses, walls, and hedges, affording them shelter, and enabling them to keep up a galling and incessant fire on their assailants, many of whom were killed and wounded. Among the latter were Captains Lake and Collier, the former of whom received a musket-ball in his right arm. The British, however, succeeded in gaining the height immediately above the town, from which a large body of troops was seen to issue and form a junction with the garrison of the castle. The Guerillas of Campillo being at this time much dispersed, and no appearance of Porlier's division, which, according to the original plan, was to have attacked Santander on the land side, Captain Lake was compelled to order a retrograde movement, which he had no sooner done, than a second wound (in the head) deprived him for a time of his senses; and in that state he was conveyed towards the beach, the men under his orders retiring to the castle, where the British colours had previously been hoisted.

Notwithstanding this failure, the enemy's troops were soon after compelled to evacuate Santander, and otherwise considerably annoyed, as appears by an intercepted letter from their commander, Caffarelli, in answer to an order he had received to join Marshal Marmont, wherein he stated, that a British armament being on the coast, he could not detach a single man; indeed, some troops, whom he had already sent, were recalled on the appearance of the squadron, the operations of which were acknowledged by Lord Wellington to have greatly assisted the movements of his army *.

The severe wounds received by Captain Lake, deprived the country of his services for a period of four months, during which the Magnificent was commanded *pro tempore* by Captain John Hayes. On his return to that ship, he joined the Channel fleet, and continued under the orders of Lord Keith until the termination of the war in Europe, some time previous to which he captured an American letter of marque, pierced for 18 guns, from Concarneau bound to Charlestown.

* At the period alluded to above (Aug. 1812,) Lord Wellington's headquarters were at Cuellar, and M. Marmont retreating from the neighbourhood of Valladolid, which place he had been compelled to abandon, leaving behind him 4,000 sick and wounded, together with a large quantity of stores, ammunition, &c.

At the general promotion, June 4, 1814, Captain Lake was appointed to one of the Colonelcies of Royal Marines. He soon after convoyed a fleet of merchantmen to the West Indies, where he arrived at the period when Sir Alexander Cochrane was proceeding on the expedition to New Orleans, and was left by him to carry on the duty, as senior officer on the Jamaica station, from whence he returned to England with the May convoy in the ensuing year. The Magnificent was paid off at Portsmouth soon after her arrival.

Our officer was nominated a C. B. Jan. 2, 1815; and advanced to the rank of Rear-Admiral, Aug. 12, 1819. He married, in 1795, Charlotte, daughter of the late Admiral Macbride; by whom he has issue, first, Charlotte, married to John Offley Crewe, of Muxton, co. Stafford, Esq.; second, Willoughby, a Lieutenant R. N.; third, Edward, an officer in the Madras Engineers, who served with distinguished bravery and was twice wounded during the late war in India; fourth, Noel, a Lieutenant in the Royal Artillery; and fifth, Emily, unmarried.

Residence.—1, Baker Street, Portman Square.

SIR CHARLES OGLE, BART.

Rear-Admiral of the White; and a Deputy-Lieutenant of the County of Southampton.

THIS officer, a descendant of the Barons Ogle, of Northumberland, whose coat of arms is still borne by the family, and grand-nephew of Sir Chaloner Ogle, Knt., who died Admiral of the Fleet, in 1750, is the third and eldest surviving son of the late Sir Chaloner Ogle, Bart. *, by Hester, youngest daughter and co-heiress of John Thomas, Lord Bishop of Winchester.

* Sir Chaloner Ogle, Bart., who at the time of his demise was next on the list to H. R. H. the Duke of Clarence, and of course the senior Admiral in the British Navy, was the son of Dr. Nathaniel Ogle, some time Physician to the forces under the illustrious Duke of Marlborough, by Elizabeth, daughter of Jonathan J. Newton, of Newcastle-upon-Tyne, Barrister at Law, of the family of Newton, of Stokesfield Hall. His ancestor, Mark Ogle, purchased the mansion of Kirkly, with the demesne lands of Ralph, Lord Eure, in 1612.

He entered the naval service at an early age; and at the commencement of the war with the French republic, in 1793, served as a Midshipman on board the Boyne, of 98 guns, bearing the flag of Sir John Jervis, (now Earl of St. Vincent) from which ship he was promoted to the rank of Lieutenant in the Vengeance, a third rate, carrying the broad pendant of the late Sir Charles Thompson, and forming part of the armament sent from England for the purpose of subjugating the enemy's colonies in the West Indies *.

In Jan. 1794, soon after the arrival of the fleet at Barbadoes, Lieutenant Ogle again joined the Boyne; and on the 6th of the following month, we find him commanding one of her boats in an attack made upon some vessels lying at anchor near Maran, in the island of Martinique. The assailants were much exposed both to the great guns and musketry of the enemy; but they succeeded so far as to bring off two schooners, and compel several others to seek refuge under the guns of Fort St. Etienne.

A few days after this event our officer, then serving on shore, assisted at the capture of Pigeon Island, (Islet aux Ramieres) the possession of which enabled Sir John Jervis to anchor the fleet in Fort Royal Bay, and supply the army with ammunition, stores, and provisions, at pleasure.

Pigeon Island is situated on the south side of the bay of Fort Royal, about 200 yards from the shore, and is a steep rock, inaccessible, except on one side by a ladder fixed against a perpendicular wall. The summit is about 30 yards above the level of the sea, and is 300 paces round. It contained eleven 42-pounders, six 32's, four 13-inch mortars, and one howitzer, with an immense quantity of stores and ammunition. Its garrison consisted of 203 men, 15 of whom were killed and 25 wounded, by the fire from the batteries erected by the British on Mount Matharine, which commanded Pigeon Island, at the distance of not more than 400 yards. The besiegers, though greatly annoyed by the enemy's shells, appear to have lost only 2 men. This island is famous for having prevented Sir George B. Rodney, with twelve sail of the line, from entering Fort Royal bay in 1782.

Lieutenant Ogle was subsequently entrusted with the com-

* See p. 19

mand of a party of seamen landed at Point Negro to co-operate with the army, and remained on shore until after the surrender of Fort Bourbon, which completed the conquest of Martinique *.

The reduction of this important colony being speedily followed by that of St. Lucia, the expedition proceeded against Guadaloupe, which was also soon after obliged to submit to the British arms. Immediately after the latter event, Lieutenant Ogle, who had commanded a party of seamen and greatly distinguished himself at the storming of Fort Fleur d'Epée †, was appointed acting Commander of the Assurance, of 44 guns, from which ship he removed into the Avenger sloop of war. His next appointment was to the Peterell, a vessel of the same description; and in her we

* It is much to the credit of the naval officers who were employed on shore during the operations against the French in the island of Martinique, a period of nearly seven weeks, that they shared the same hardships as the private seamen and soldiers, without a murmur, sleeping in their clothes the whole time; and being so situated that they seldom could have the benefit of tents, or any kind of hovel. They were exposed continually to the heavy rains and nocturnal damps which in a tropical climate so severely try the constitution; but, owing (as it was imagined) to the flannel shirts which were invariably worn by all ranks, they suffered less from sickness than could have been expected. *See Willyams' History of the West India Campaign, note f, at p. 69.*

† Fleur d'Epée, the principal fort on the island of Guadaloupe, was taken by assault on the morning of April 12, 1794. The soldiers employed on this occasion, consisting of the first and second battalions of light infantry, under the orders of Major-General Dundas, were particularly directed not to fire, but trust solely to the bayonet; and the seamen, who were commanded by the heroic Captain Faulkner, to use their pikes and swords; all which was most scrupulously obeyed. The side of the mountain which the latter had to ascend, under a most tremendous discharge of grape-shot and musketry, was almost perpendicular; they however surmounted every difficulty, gained the parapet, dashed into the body of the fort, and fought their way to the gates, where they were joined by the military. The enemy made a most gallant resistance; but nothing could withstand the impetuosity of the British, by whom they were beaten out of their works, and subsequently driven from Point à Petre and pursued across the Carénage to Basse Terre. The loss sustained by the storming party in this brilliant affair was great in proportion to the smallness of their numbers, being 73 killed and wounded. The French had 67 slain, 55 wounded, and 110 taken prisoners.

find him employed, first on the North Sea station, and subsequently in the Mediterranean, where he obtained post rank in the Minerve frigate, by commission dated Jan. 11, 1796.

From the Minerve, Captain Ogle exchanged with the present Sir George Cockburn into the Meleager, of 32 guns, stationed off Cadiz, where, at the commencement of the war between England and Spain he captured a number of the enemy's vessels. Whilst on this station he was also employed to repeat the signals of the fleet under Sir John Jervis, a duty requiring the most minute attention, and which he executed much to the satisfaction of that commander.

On the 1st July, 1796, Captain Ogle was tried by a Court Martial, in consequence of a complaint preferred by a person named Wheaton, Master of the merchant brig Union, which was captured when under convoy of the Peterell. The charge not being proved, he was honorably acquitted, and declared to be "*a zealous, attentive, and most diligent officer.*"

The Meleager returned to England in 1798, and was soon after ordered to the Leeward Islands, from whence she proceeded to the Jamaica station, where Captain Ogle cruized with considerable activity and success. Whilst there he exchanged into the Greyhound frigate, in which ship he came home some time in the year 1800. He was subsequently sent to the Mediterranean, where he captured a Genoese privateer, mounting 10 guns, a Spanish armed polacre, and several trading vessels. Towards the latter end of 1801, he removed into the Egyptienne, a frigate of the largest class; and about the same time received the Turkish gold medal, as an honorable testimony of his having served in Egypt *.

From this period we find no mention of Captain Ogle until 1805, when he commissioned the Unité, of 38 guns, and again went to the Mediterranean. In the following year he was

* Captain Ogle's elder brother, Major Thomas Ogle, of the 58th regiment, was killed at the landing of the army in Aboukir Bay; an account of which event will be found in a note at p. 259, *et seq.* His cousin, Newton Ogle, Esq., a Captain of the 70th regiment, and an aide-de-camp to General Sir Charles Grey, lost his life in an affair with the enemy on Morne Marscot, in the island of Guadaloupe, June 29, 1794. He was a young man of an excellent understanding, and had distinguished himself on all occasions where his exertions had been called forth. See *Willyams* note at p. 122.

appointed to the Princess Augusta yacht, the command of which he retained till the summer of 1815. He subsequently commanded in succession the Ramillies, Malta, and Rivoli, ships of the line; succeeded to the Baronetcy on the demise of his father, Aug. 27, 1816; and became a Flag-Officer, Aug. 12, 1819.

Sir Charles Ogle married, first, April 22, 1802, Charlotte, a daughter of the late General Thomas Gage, second son of the first Viscount Gage. Secondly, Sept. 4, 1820, Letitia, daughter of Sir William Burroughs, Baronet, of Castle-Bagshaw, co. Cavan, Ireland. His eldest son, Chaloner, is an Ensign in the 22d regiment of foot, now stationed in Ireland.

Town-residence.—42, Berkeley Square.

Country-seat.—Worthy, near Winchester.

HENRY RAPER, Esq.

Rear-Admiral of the White.

This officer was a Lieutenant of the Queen Charlotte, the flag-ship of Earl Howe, in the battle of June 1, 1794; soon after which glorious event, he was promoted to the rank of Commander; and in the following year appointed, at the recommendation of the above-named nobleman, Major of Signals to the Portuguese squadron, acting in conjunction with the British fleet under his Lordship's orders. In consideration of his services, the Chevalier d'Almeida, by order of his court, presented Captain Raper with an elegant dress sword, the hilt of which is of gold, beautifully ornamented with medallions, and richly set round with diamonds.

His next appointment was to the Racoon sloop; and on the 1st Feb. 1796, he obtained post rank in the Champion, of 20 guns, which ship formed part of the squadron employed under the orders of the late Sir Home Popham, in the unfortunate expedition against Ostend *. She also assisted at the capture

* In the spring of 1798, the British government having received intelligence that a great number of gun-boats and transport-schuyts had been collected at Flushing, formed a plan for the destruction of the locks and sluice-gates of the Bruges canal, by which they were about to proceed to Dunkirk and Ostend, in order to be employed in the threatened invasion of

of a Swedish convoy, laden with warlike stores, intended to replenish the French arsenals; an account of which we have already given, at p. 497, *et seq.*

England. For this purpose a squadron, consisting of the Expedition, a 44-gun ship, armed *en flute*, the Circe, Vestal, Hebe, Minerva, and Druid frigates, the three latter fitted as troop-ships; the Champion, of 20 guns, and Ariadne, of similar force; the Harpy, Savage, Dart, Kite, and Wolverene sloops; Tartarus and Hecla bombs; and ten smaller vessels, having on board about 2,000 troops, commanded by Major-General Coote, sailed from Margate on the 14th May, but owing to the unfavorable state of the weather, did not reach the place of its destination until 1h A. M. on the 19th. The wind soon afterwards shifted to the west, and threatened to blow hard, notwithstanding which, the greater part of the troops, with all the necessary implements for destroying the sluices, were landed at a short distance from the town of Ostend, by 5 o'clock. The enemy's batteries had previously opened on the ships, and their fire was returned in a most spirited manner, by the Wolverene and two gun-vessels; whilst the bombs threw their shells with such precision, that the town was set on fire in different places, and the ships in the basin much damaged. As a feint to cover the operations of bringing up the materials, and of destroying the sluices, a summons was sent to the Commandant of Ostend to surrender that place; but he replied, that the council of war, then sitting, had resolved rather to be buried under its ruins. By this time the vessels opposed to the batteries had sustained considerable damage; they were therefore called off, and the Dart, Harpy, and Kite, ordered to take their stations; but it being low water, they could not get near enough to fire with much effect. At 10h 20′ a great explosion was seen, which indicated the destruction of the sluices; and soon after the troops were observed to be assembled on the sand hills near the shore; but unfortunately the surf ran so high, that not a man could be re-embarked. In this situation they remained until the morning of the 20th, when Major-General Coote had the mortification to find that the enemy had collected in considerable force, and surrounded his little army; he, however, maintained his post with great gallantry, until being severely wounded, and seeing no prospect of extricating himself from his situation, he felt himself under the necessity of capitulating.

The loss sustained by the navy in this expedition, was 2 Midshipmen and 13 men killed; Lieutenant J. Edmonds, of the Asp gun-vessel, and 13 men wounded; Captain J. Mackellar, of the Minerva, and his boat's crew, taken prisoners. The army had about 60 men killed and wounded, among whom were several valuable officers: the number taken prisoners amounted to 1,134.

The canal, which it was the object of the assailants to destroy, had cost the states of Bruges an immense sum of money, and taken the labour of five years to complete. The sluice-gates were indeed demolished, and several boats burnt, by the explosion; but it was soon found that the damage was very trifling, every thing being restored to its former state in the course of a few weeks.

Early in 1799, Captain Raper was appointed to l'Aimable frigate; and towards the latter end of that year, sailed from Cork, in company with the Glenmore, of 44 guns, and a fleet of merchantmen, bound to the West Indies. On the 17th Dec., they fell in with la Syrene, a heavy French frigate, and la Bergere corvette, from Cayenne, having the celebrated Victor Hugues on board. These vessels had just before captured the Calcutta, an extra East Indiaman, and were removing her crew, when, on the clearing up of a fog, they were discovered to leeward, by Captain Duff of the Glenmore, who retook the Calcutta. Captain Raper, in the mean time, pursued the French men-of-war, and in a spirited manner brought them to action, which continued for 35 minutes, when they made off, though so much superior to l'Aimable. The Glenmore, taking care of her recapture and her valuable charge, could not render any assistance to her consort.

Captain Raper continued on the Leeward Island station until the suspension of hostilities, in 1801. During the latter part of the late war with France, he commanded the Mars, of 74 guns. His first commission as a Rear-Admiral, bears date Aug. 12, 1819.

WILLIAM CHARLES FAHIE, Esq.

Rear-Admiral of the White; Commander-in-Chief at Halifax; a Companion of the most honorable Military Order of the Bath; and Knight Commander of the Neapolitan Order of St. Ferdinand and of Merit.

This officer served with great credit as a Lieutenant during the West India Campaign in 1794. He subsequently commanded the Woolwich, a 44-gun ship, armed *en flute*, on the Leeward Island station; and was posted into the Perdrix, of 22 guns and 153 men, Feb. 2, 1796.

On the 13th Jan. 1798, an unfortunate circumstance occurred at English Harbour, Antigua, in consequence of Lieutenant Charles Peterson, of the Perdrix, disobeying the orders of Lord Camelford, acting commander of the Favorite sloop, and at that time senior officer in the harbour, Captain Fahie being absent on leave. The alarm guns having been fired, Lord Camelford sent an order to Lieutenant Peterson to hold the

crew of the Perdrix in readiness to act, and to row guard during the night; which order he refused to obey, alleging, that notwithstanding the absence of Captain Fahie, he did not consider Lord Camelford authorized to issue such command. Both ships were alongside the dock-yard repairing, and their respective crews witnessed the altercation which took place between the parties. At length Lieutenant Peterson directed his men to come on shore with arms, and having drawn them up in a line, placed himself at their head with a sword by his side. Lord Camelford finding it was necessary to adopt the most decisive and prompt measures to check this violent and mutinous proceeding, ordered a party of marines from the Favorite to be landed; and taking a pistol from one of his officers, went up to Lieutenant Peterson, and demanded whether he still persisted in refusing to obey his orders? To which the Lieutenant replied, "Yes, I do refuse." Lord Camelford instantly shot him dead, and desired the men collected about him to return to their ships, which they did peaceably. On the following day the Matilda and Beaver arrived, when his Lordship surrendered himself to Captain Mitford of the former vessel, by whom he was sent to the Commander-in-Chief, then at Fort Royal Bay, Martinique. A Court-Martial subsequently assembled on board the Invincible, to try Lord Camelford for the death of Lieutenant Peterson. After hearing the whole of the evidence adduced on the occasion, and what the Prisoner had to offer in his defence, and maturely and deliberately weighing and considering the same; and being fully sensible of the necessity of prompt measures in cases of mutiny, they were unanimously of opinion, that the very extraordinary and manifest disobedience of Lieutenant Peterson, both before and at the instant of his death, to the lawful orders of his superior officer, and the violent measures adopted by the deceased to resist the same, were acts of mutiny highly injurious to the discipline of the service: they did therefore adjudge his Lordship a most honorable aquittal*.

On the 11th Dec. 1798, Captain Fahie fell in with, and

* Lord Camelford was killed in a duel with a Mr. Best, March 14, 1804. For the particulars of that transaction we refer our readers to Faulkner's History of Kensington, p 177, &c.

after an action of 42 minutes, captured l'Armée d'Italie, French privateer, of 18 guns and 117 men; of whom 6 were killed and 5 wounded. The Perdrix had only one man wounded. We next find him in the Hyæna, of 28 guns, escorting a fleet of merchantmen from England to the Leeward Islands. In the summer of 1805, he was appointed to the Amelia frigate, and from her removed into the Ethalion, in which ship he assisted at the capture of the Danish West India Islands, in Dec. 1807 †.

Captain Fahie's next appointment was to the Belleisle, of 74 guns, one of the squadron employed at the reduction of Martinique, in Feb. 1809 ‡. He subsequently commanded the Pompée, another line-of-battle ship; and on the 16th April, after a long and arduous pursuit, and close action of an hour and a quarter, in which he was partially joined by the Castor frigate, captured the French ship Hautpoult, of 74 guns and 680 men, between 80 and 90 of whom were killed and wounded. The loss sustained by the British amounted to 11 slain and 41 wounded; among the latter were Captain Fahie and his first Lieutenant. The Hautpoult was a perfectly new ship, and had sailed from l'Orient in the month of February preceding, in company with two other 74's and two frigates, expressly for the relief of Martinique. Captain Fahie was soon after appointed to the command of his prize, whose name was changed to the Abercromby, on her being taken into the British navy.

Early in 1810, an armament under the orders of Sir Alexander Cochrane and Lieutenant-General Beckwith, proceeded against Guadaloupe; the surrender of which colony on the 6th Feb., was quickly followed by that of the islands of St. Martin, St. Eustatia, and Saba. This latter service was, in conjunction with Brigadier-General Harcourt, most ably performed by Captain Fahie, to whom Sir Alexander had given the temporary rank of Commodore during the expedition.

Soon after this event, by which the flags of France and Holland were expelled from the Antilles, our officer returned to England. He continued to command the Abercromby, on the Lisbon station and in the Channel, during the remainder

† See p. 263. ‡ See p. 264.

of the war. At the general promotion June 4, 1814, he obtained a Colonelcy of Royal Marines; and in the following year was nominated a Companion of the most honorable Order of the Bath.

Subsequent to the escape of Buonaparte from Elba, we find Captain Fahie in the Malta, of 84 guns, co-operating with the Austrian General, Baron Laner, in the siege of Gaëta, which was defended with great obstinacy until the 8th Aug. 1815, on which day the allied forces took possession of it for his Majesty the King of the Two Sicilies, who has since conferred upon Captain Fahie the insignia of a K. F. M. in testimony of his royal regard and esteem, and of the distinguished services rendered by Captain Fahie during the operations against that fortress.

Our officer was advanced to the rank of Rear-Admiral, Aug. 12, 1819; and early in the ensuing year, appointed Commander-in-Chief at the Leeward Islands. In Dec. 1821, he relieved Vice-Admiral Colpoys in the command at Halifax, on which station he still continues. Mrs. Fahie died at Brompton, April 20, 1817.

SIR GEORGE EYRE,

Rear-Admiral of the White; and Knight Commander of the most honorable Military Order of the Bath.

Soon after the commencement of hostilities against the French republic, this officer obtained the command of the Speedy sloop, in which he had the misfortune to be captured by three of the enemy's frigates, off Nice, June 9, 1794. He afterwards commanded the Albicore, and from that vessel was posted, Feb. 6. 1796, into la Prompte, a 20-gun ship. In the ensuing spring he assisted at the reduction of St. Lucia *.

Captain Eyre's next appointment was to the Regulus, of 44 guns, in the West Indies, where he was very actively employed until the summer of 1799, when he returned to England with Vice-Admiral (afterwards Sir Richard R.) Bligh. Towards the conclusion of the war he commanded the San Josef, a first-rate.

* See note †, at p. 134.

From this period we lose sight of him until the month of July 1806, when he was appointed to the Ardent, of 64 guns, in which he remained but a short time, and then removed into the Magnificent, a new 74. In Oct. 1809, he assisted at the capture of Zante, Cephalonia, &c. &c., by the forces under Captain Spranger of the Warrior, and Brigadier-General Oswald; the consequence of which was the restoration of the government of the Septinsular republic. On the 21st March following, Captain Eyre sailed from Zante, with the Magnificent, Belle Poule, and Imogene, having on board a body of troops under the command of General Oswald, destined to act against the island of St. Maure, the ancient Leucadia, situated near the entrance of the Gulph of Lepanti. The expedition reached St. Maure the same evening. The French, on the approach of the British, evacuated the town, and retired, 1000 strong, into the fortress, and formidable field-works adjoining it: the first redoubt was soon carried, the enemy retiring into his next entrenchments, where he seemed resolved to defend himself. As it was of great importance to reduce this place as speedily as possible, the ships were employed; and Captains Eyre and Stephens, the former of whom received a severe wound in the head, distinguished themselves much in the attack. The Frenchmen stood the contest but for a short time: their entrenchments were charged and carried; and they were pursued at the point of the bayonet from work to work, abandoning their camp, cannon, and even a strong position which they might still have defended. On the 16th April the fortress surrendered. The loss sustained by the British squadron during the siege, amounted to 7 men killed, and 39 wounded.

In the month of Feb. 1811, a squadron stationed in the Ionian sea, under the orders of Captain Eyre, intercepted thirty sail, bound for the relief of Corfu; one of them, a vessel of 100 tons, was laden with ordnance stores; and another, of the same size, with every article of sails, cordage, and ammunition, proper for the equipment of twenty-five gun-vessels. The rest were laden with corn, and had on board about 500 soldiers, intended as a reinforcement for the French garrison of that island. Towards the latter end of the same year, we find Captain Eyre commanding a squadron on the

coast of Valencia, in co-operation with the Spanish patriots. On his return to England, about the spring of 1812, the honor of knighthood was conferred upon him for his services in the Mediterranean.

At the general promotion, June 4, 1814, Sir George Eyre obtained a Colonelcy of Royal Marines. He was nominated a K. C. B. Jan. 2, 1815; and advanced to the rank of Rear-Admiral, Aug. 12, 1819. He is at present preparing to assume the command on the South American station.

Our officer married, Nov. 1, 1800, Georgiana, daughter of Sir George Cooke, of Wheatley, co. York, Baronet.

ROBERT LAMBERT, Esq.

Rear-Admiral of the White.

This officer is the eldest son of Robert Lambert, Esq. many years a Captain R. N. He entered the naval service at an early age, and in 1791 was promoted to the rank of Lieutenant by the late Hon. Sir William Cornwallis, in the East Indies. He served as such on board the Barfleur, of 98 guns, bearing the flag of Rear-Admiral Bowyer, and commanded by the late Lord Collingwood, in the memorable battle of June 1, 1794*, after which he was made a Commander, into the Swift sloop of war. From that vessel he removed into the Suffolk, of 74 guns, as Flag-Captain to the late Admiral Rainier, with whom he served at the reduction of Ceylon, Amboyna, Banda, &c. &c. in the years 1795 and 1796†. His post commission bears date April 11th in the latter year.

* The Barfleur's loss amounted to 9 men killed and 25 wounded; among the latter was Rear-Admiral Bowyer, who had the misfortune to lose a leg. His gallantry was most justly rewarded with the applause of his country, and the favor of his sovereign. A gold chain and medal were bestowed upon him, together with a pension of 1,000*l.* per annum. He died an Admiral of the Blue, Dec. 6, 1800.

† The naval and military forces destined for the reduction of Trincomalée and the other Dutch settlements in the eastern hemisphere, sailed from Madras under the orders of Commodore Peter Rainier and Colonel James Stuart, July 21, 1795; and arrived at Back Bay, in the island of Ceylon, on the 1st of the following month. Two days after, the troops

Captain Lambert continued to command the Suffolk till June, 1798, when ill health compelled him to return to England. His next appointment was to the Saturn, 74, in which ship he accompanied the expedition sent to the Baltic under Sir Hyde Parker, in 1801. On his return from that station, he joined the Alcmene frigate, and was employed during the remainder of the war in affording protection to the Halifax, Newfoundland, and Lisbon trade.

Early in 1812, Captain Lambert was appointed to the Duncan, of 74 guns, from which ship he removed into the Royal Sovereign, a first-rate, on the Mediterranean station, where he remained until the termination of hostilities. His advancement to the rank of Rear-Admiral took place Aug. 12, 1819.

Our officer soon after hoisted his flag in the Vigo, of 74 guns, as Commander-in-Chief of the squadron employed at St. Helena for the secure detention of General Buonaparte *. He returned from that station Jan. 1, 1822, and struck his flag on the 3d of the same month.

Rear-Admiral Lambert has three brothers now in his Majesty's service; *viz.* John, a Major-General and K. C. B.; Samuel, a Lieutenant-Colonel in the Grenadier Guards; and

were disembarked without opposition about four miles to the northward of Trincomalée; but owing to the violence of the wind and heavy surf, it was not until the 13th, that the whole of the stores and provisions could be landed. The carriage of these and of the artillery to the camp, a distance of about three miles, over a heavy sand, was executed by the seamen. On the 23d, batteries mounting eight 18-pounders and some guns of smaller calibre, were opened on the fort, and by the 26th had effected a practicable breach. The place was now summoned to surrender; and after some discussion the terms offered by the British commander were agreed to. On the 31st Fort Oostenburg also capitulated; and its example was speedily followed by the factories of Batticaloe, Jaffnapatam and Molletivoe. All the Dutch colonies on the continent of Asia and the adjacent islands, were taken in the course of that and the succeeding year, and booty to an immense amount fell into the possession of the captors, particularly at Amboyna and Banda, the former of which was seized by the squadron, Feb. 10, and the latter March 8, 1796.

* Napoleon Buonaparte died at St. Helena May 5, 1821; his funeral was attended by Rear-Admiral Lambert; the Governor of the island; the principal officers of the ships and garrison; and with all the solemn ceremonies, and the highest marks of distinction, due to his acknowledged rank,

George Robert, a Commander R. N. Another, Henry, commanded the Java frigate, and was slain in an action with the American ship Constitution, at a moment when he had every prospect of obtaining a complete victory over his powerful opponent. The particulars of that gallant action will be given under the head of Commander H. D. Chads, in a subsequent part of this work; and it is our intention at the same time to introduce a sketch of Captain H. Lambert's previous services.

Residence.—Beaupert, near Hastings.

JOSEPH BINGHAM, Esq.

Rear-Admiral of the White.

This officer was born about the year 1769, and entered the naval service in 1781 as a Midshipman, on board the Dublin, of 74 guns, commanded by the late Sir Archibald Dickson, which ship formed part of Lord Howe's fleet at the relief of Gibraltar, and in the partial action with the combined fleets of France and Spain, off Cape Spartel, Oct. 20, 1782 *. He afterwards served successively in the Ariadne, Proselyte, Druid, and Solebay frigates, on the coasts of Ireland and Newfoundland, in the British Channel, and at the Leeward Islands. On the latter station he joined the Jupiter, of 50 guns, bearing the broad pendant of the late Sir William Parker, by whom he was promoted to the rank of Lieutenant.

At the commencement of the war with France, in 1793, we find Mr. Bingham serving as third Lieutenant of the Ganges, 74, Captain A. I. P. Molloy. In that ship he had the good fortune to share in the capture of the General Dumourier French Privateer and her prize the St. Iago, a Spanish galleon of immense value †. He was subsequently appointed to the Cæsar, of 84 guns.

In the partial action between Earl Howe's fleet and that of the French republic, on the evening of May 28, 1794 ‡, Mr. Bingham was senior Lieutenant of the Audacious, of 74 guns, which ship, it will be remembered, engaged la Revolution-

* See p. 107. † See Rear-Admiral John Cochet.

‡ See note at p. 75.

naire, a three-decker, in the most spirited manner, and fairly beat her out of the enemy's line.

The Audacious received so much damage in this unequal conflict, as to be under the necessity of returning to port to refit; and was thereby prevented sharing in the glorious triumph obtained over the enemy on the 1st of the following month. Lieutenant Bingham, however, whose good conduct in the foregoing gallant affair had been duly represented to the Admiralty, was soon after advanced to the rank of Commander, and appointed to the Cormorant sloop, in which vessel he proceeded to the Jamaica station, where he captured l'Alerte, of 14 guns, and several other armed vessels. His post commission bears date April 20, 1796.

In the ensuing autumn, Captain Bingham, after commanding for a short time the Hannibal and Sampson, ships of the line, and Jamaica of 26 guns, was removed into the Leviathan, 74, bearing the broad pendant of his friend Commodore Duckworth; with whom he continued until an eighth attack of the yellow fever obliged him to invalid, and return to England in a packet.

Captain Bingham's next appointment was in 1798, to the Prince George, a second rate, bearing the flag of Sir William Parker, on the coast of Spain. He afterwards accompanied that officer, in the America, of 64 guns, to Halifax, and from thence proceeded to the West Indies.

On the 13th Dec. 1800, the America struck upon the Formigas rocks, and received so much damage as to render her unfit for any other service than that of a prison-ship, into which she was subsequently converted.

On the 27th of the same month, a court-martial, assembled in Port Royal harbour to try Captain Bingham for getting his ship on the Formigas, delivered the following sentence:—

"The Court is of opinion, that the sole cause of the above accident is the great errors in the charts on board the ship, particularly a French chart of 1787, and that published by Hamilton Moore in the year 1784.

"And it appears to the Court, that Captain Bingham was proceeding perfectly consistent with the orders produced, and under which he was acting; and that the courses steered were such as would have taken the America a considerable way to the northward of the Formigas, had that shoal been situated nearly as laid down in the charts above mentioned.

'And the Court is of opinion, that no blame is to be attached to Captain

Bingham, his officers, and ship's company, for the said accident; and that after the America struck, every possible exertion was made by Captain Bingham, &c. &c., for her preservation.

"And it has fully appeared to the Court, that the conduct of Captain Bingham, &c &c., of the America, after her striking upon the shoal, both with respect to the most arduous exertions, and the most firm and orderly behaviour, has been eminently praiseworthy and meritorious throughout, and deserving of the highest commendation.

"The Court doth therefore adjudge, that Captain Bingham, the officers, and ship's company of the America, be acquitted in the fullest manner from any blame on account of that ship striking on the Formigas, and with the warmest commendation of the Court for their subsequent conduct."

Our officer returned to England as a passenger in the Hind frigate, April 25, 1801; and in the spring of the following year was appointed to the St. Fiorenzo, of 40 guns, in which ship he was ordered to the East Indies, where he captured la Fleché French corvette, and the Passé par Tout, a vessel that had been fitted for the purpose of landing three French officers on the Malabar coast, to endeavour to stir up the Mahratta chieftains to war. Captain Bingham, as soon as he found what business they had been upon, with his usual activity and zeal in the service, sent off expresses in various directions, by which means the three officers and their despatches were taken at Poonah.

From the St. Fiorenzo, Captain Bingham was removed, in 1804, to the Sceptre, of 74 guns, in which ship he continued on the same station till 1808, when he returned to England, accompanied by two homeward bound Danish East Indiamen, captured by him off the Cape of Good Hope.

The Sceptre was paid off soon after her arrival; but after undergoing the necessary repairs, was again commissioned by Captain Bingham, and in the summer of 1809 accompanied the expedition sent to the Scheldt under Sir R. J. Strachan and the Earl of Chatham. Whilst on that service, our officer caught the Walcheren fever, of which he afterwards had such violent and repeated attacks as to be under the necessity of resigning his command, and coming on shore for the recovery of his health. He was not again employed until 1811, when he obtained the command of the Egmont, another third-rate; and in her, after serving for some time on the coast of America and in the North Sea, proceeded with the flag of Sir George Hope to the Baltic, from whence he returned home,

in company with the fleet confided to the care of this country by the Emperor Alexander of Russia.

The Egmont was subsequently employed off the coast of France; and bore the flag of Rear-Admiral Penrose when that officer led his squadron into and forced the passage of the Gironde *. She was paid off in the month of Aug. 1814.

Captain Bingham was advanced to the rank of Rear-Admiral, Aug. 12, 1819. He married Sarah, second daughter of his old friend and patron, Admiral Sir William Parker, Bart.†

Residence.—Grove House, near Lymington, Hants.

ROBERT DUDLEY OLIVER, ESQ.

Rear-Admiral of the hite.

THIS officer was a Midshipman on board the Prince George, of 98 guns, bearing the flag of Rear-Admiral Digby, at New York, in 1781; received his first commission about the year 1790; was senior Lieutenant of the Artois, commanded by Captain (now Sir Edmund) Nagle, at the capture of la Revolutionnaire French frigate, Oct. 21, 1794 ‡; and for his conduct on that occasion, was soon after promoted to the command of the Hazard sloop in the North Sea. He was afterwards employed on the Irish station, where he continued until advanced to the rank of Post-Captain, in the Seahorse frigate, April 30, 1796. He subsequently commanded the Nemesis, of 28 guns; and, in 1798, convoyed a fleet of merchantmen to and from Quebec.

Early in 1799, our officer was appointed to the Mermaid, another small frigate, in which he proceeded to the Mediterranean, and was for some time engaged in the important service of cutting off the supplies destined for the enemy's troops at Genoa. On the 1st June, 1800, he captured la Cruelle French brig of war, off the Hières islands; and in the following year, a transport brig, and several other vessels, with valuable cargoes. He returned to England July 12, 1802.

On the renewal of hostilities, in 1803, Captain Oliver ob-

* See p. 579 of this volume, and Memoirs of Captains HARRIS, O'REILLY, &c. in our next.

† Sir William Parker died Dec. 31, 1802.

‡ See p. 277.

tained the command of the Melpomene frigate; and in the summer of the following year, we find him stationed off Havre, which place was twice bombarded by the vessels under his orders, and sustained considerable damage. Towards the latter end of 1805, he removed into the Mars, of 74 guns; and on the 28th July, 1806, captured le Rhin, a very fine French frigate, of 44 guns and 318 men. His next appointment was to the Valiant, another third-rate, in which ship he was employed on the American station during the late contest with the United States, and occasionally commanded a detached squadron. He became a Rear-Admiral, Aug. 12, 1819.

Our officer married, in June 1805, Philadelphia Hannah, daughter of the late Commissioner Sir Charles Saxton, Baronet.

Residence.—Fitzwilliam Square, North, Dublin.

THOMAS BOYS, Esq.

Rear-Admiral of the White.

This officer was senior Lieutenant of the Britannia, a first-rate, bearing the flag of Vice-Admiral Hotham, in the action off Genoa, March 14, 1795 *, and after acting for some time as Captain of the Censeur, one of the prizes taken on that occasion, was promoted to the rank of Commander in la Fleche, of 18 guns, from which ship he was appointed acting Captain of the Fortitude, 74. His post commission bears date, July 3, 1796. From that period to the peace of Amiens, he commanded in succession la Tourterelle, of 30 guns; the Severn, 44; and Aquilon frigate; the former at the Leeward Islands, and the two latter on the Jamaica station. During his continuance in the West Indies, he captured a number of the enemy's vessels, and among others, la Republique Triomphante, a French corvette, and several privateers.

We now lose sight of Captain Boys until 1808, when he was appointed, *pro tempore*, to the Saturn, 74, from which ship he removed into the Zealous, another third-rate. During the ensuing six years he was actively employed on the coasts

* See p. 340.

of Spain and Portugal, in the defence of Cadiz, in the Baltic, and on the French coast. His last appointment was, Nov. 20, 1815, to the Ramillies, of 74 guns, stationed at Plymouth, where he remained during the customary period of three years. His promotion to the rank of Rear-Admiral took place Aug. 12, 1819.

We are not acquainted with the particulars of this officer's marriage, but we know that his only son, Thomas, is in holy orders.

Residence.—Ramsgate.

JOHN CLARKE SEARLE, Esq.

Rear-Admiral of the White.

This officer entered the naval service in 1774; and early in the following year received a wound in the hand in an action with the Americans. During the Spanish and Russian armaments, he commanded, as a Lieutenant, the Liberty, of 16 guns; and whilst in that vessel, at the commencement of the war with revolutionary France, drew the attention of the French frigate San Culotte from several merchantmen, then under his convoy, bound to Guernsey, and had nearly succeeded in decoying the enemy on shore on the Casket rocks, after having experienced a very heavy fire from her for more than an hour and a half, during which the Liberty sustained considerable damage in her hull, sails, and rigging. About the year 1795, he was advanced to the rank of Commander in the Pelican sloop of war, and in that vessel captured several of the enemy's privateers. He was also present at the reduction of St. Lucia, St. Vincents, and Grenada, in the spring of 1796*. His post commission bears date July 13th following.

Previous to his quitting the Pelican, Captain Searle appears to have fought a very gallant action with the Médée French frigate, and notwithstanding the absence of 23 of his crew, succeeded in beating her off. The following account of an affair which reflects so much credit on all those concerned therein, we extract from a work recently published, under the title of James's Naval History.

* See p. 134

"At day-break on the 23d Sept. 1796, the island of Deseada bearing S. E. by S. six or seven leagues, the British 18-gun brig Pelican (mounting sixteen 32-pounder carronades, and two long 6's), Captain John Clarke Searle, found herself close on the lee-beam of an enemy's frigate. Not over-desirous of engaging, where the odds were so decidedly against him, Captain Searle made sail to the N. W., and was followed by the frigate; who, having the weather-gage, and sailing remarkably fast in the prevailing fresh breeze, rapidly approached the Pelican. The brig, at this time, had on board only 97 officers and men of her complement; and some of the latter seemed to hesitate about engaging a ship of such evident superiority of force. But Captain Searle calling to their recollection the frequent occasions on which they had distinguished themselves while under his command, and expressing a hope that they would not now sully their well-earned reputation, nor place less confidence in him than they had been accustomed to do, the fine fellows immediately gave three cheers, and declared their resolution, rather to sink with their commander, than forfeit his good opinion.

"Having made all ready, the Pelican, to the great surprise, no doubt, of the Frenchmen in the frigate, shortened sail; and, at 7 o'clock, the latter, having arrived within gun-shot, opened her fire. The brig reserved her's till her carronades could reach with effect; and then a very brisk fire was kept up till seven minutes before nine; when the frigate, whose crew appeared to be in some confusion, hauled on board her main-tack, and made off to the northward under all possible sail. Nor was the Pelican in a condition for an immediate pursuit, having had every brace and bowline, all the after back-stays, the main-stay, several of the lower shrouds, the top-sail-tyes, and other parts of her rigging shot away; the sails very much torn; and the main-mast, main-top-sail-yard, and fore-yard, a good deal injured. With all this damage, however, the Pelican fortunately had no person killed, and only 1 slightly wounded. Her opponent being left to herself, soon ran out of sight.

"At 10 o'clock, while the Pelican was repairing her damages, the man at the mast-head discovered a large ship on the lee-beam. At 11, having got her rigging and sails in tolerable order, the Pelican gave chace; and at 3, Englishman's Head, Guadaloupe, bearing S. S. E. a mile and a half, succeeded, after firing several shot, in cutting away the ship's main-top-sail-yard. Upon this, the latter brought to, and proved to be the Alcyon, late a British army-victualler, but then in the possession of the French 32-gun frigate Médée, who had captured her on the 9th, about 100 leagues to windward of Barbadoes. At 4, the Pelican made sail to the southward, with the prize in tow; but, at midnight, owing to a calm and a heavy westerly swell, in which the Alcyon fell on board the Pelican three times, the latter was compelled to cast her off. At day-break the Alcyon was found to have drifted very near to the shore at Anse la Barque; and at about a gun-shot within her, was seen the Médée herself, having a light air from the land, while the Pelican and her prize lay quite becalmed. The Médée's boats soon regained possession of the Alcyon; and Captain Searle knowing that the Thétis and another French frigate lay at anchor in

Anse la Barque, thought it the most prudent course to abandon his prize. Scarcely had the Pelican, taking advantage of the breeze that then sprang up, set sail from the spot, when one of the frigates came out and joined the Médée; but neither frigate evinced any further disposition to molest the Pelican, and she proceeded to the Saintes to refit.

"On the day succeeding that of her arrival at this anchorage, where also was lying the 74-gun ship Bellona, Captain George Wilson, an aid-de-camp arrived, with a flag, from Victor Hugues, then Governor of Guadaloupe, expressly to ascertain whether there was any truth in the statement made by the Captain of the Médée, that the English vessel he had engaged on the 23d, was a frigate with her mizen-mast out. The mistake was soon cleared up, if not to the satisfaction, to the confusion of the French officer; who actually went on board the Pelican, to be certain that she mounted only 18 guns. About the same time arrived an officer of the 60th regiment, who had been a prisoner on board the Médée during the action, and got released on her arrival at Guadaloupe. He confirmed every statement; adding, that the Médée mounted 40 guns, with a complement of nearly 300 men; that she sustained much damage, and lost several men in killed and wounded. At the subsequent capture of the Médée by the British, she was found to be armed precisely as the Prudente or Régénérée; mounting not 40, but 36 guns *."

After the above brilliant exploit, Captain Searle was appointed to the Cormorant, a 20-gun ship. He subsequently commanded the Garland frigate, and Tremendous, 74, the latter bearing the flag of Sir Hugh C. Christian, on the Cape of Good Hope station, where he continued until after the demise of that officer, which took place Jan. 31, 1799.

His next appointment was to the Ethalion, in which fine frigate he had the misfortune to be wrecked on the Saintes rocks, Dec. 24th following. On the 10th Jan. 1800, Captain Searle was tried by a Court-martial for the loss of his ship, and most honorably acquitted. It appeared that the accident was occasioned by an unusual course of tide, and but little wind: that every exertion which skill and zeal could effect, was made by him and his officers; and the utmost discipline and subordination observed by the ship's company, so highly honorable to British seamen in times of danger.

Soon after this event, Captain Searle obtained the command of la Determinée, of 24 guns; and on the 25th July, 1801, he captured a French corvette of 10 guns, with specie on board to the amount of 10,000*l.* sterling. During the

* If the Médée mounted 40 guns in 1796, the additional pieces were probably brass 36-pounder carronades.

Egyptian campaign he served as Flag-Captain to Lord Keith, in the Foudroyant, and returned to England with that officer on the 3d July, 1802. In Nov. following, he commissioned the Venerable, of 74 guns; and on the renewal of hostilities, in May 1803, upon Lord Keith being appointed Commander-in-Chief of the North Sea fleet, he was selected to command the Monarch, another third-rate, bearing his Lordship's flag, in which he continued until the summer of 1806, when he obtained a seat at the Victualling Board, of which he afterwards became the Chairman.

Commissioner Searle was passed over at the general promotion, Aug. 12, 1819; but on his retirement from the Board, he obtained the rank of Rear-Admiral (by commission, dated Feb. 8, 1822), with the same advantages he would have enjoyed had he accepted his flag at the former period.

SIR CHARLES BRISBANE,

Rear-Admiral of the White; Knight Commander of the most honorable Military Order of the Bath; Governor, Captain-General, and Vice-Admiral of the island of St. Vincent and its Dependencies.

THIS officer, the fourth and eldest surviving son of the late Admiral John Brisbane *, entered the naval service about the year 1779, on board the Alcide, of 74 guns, under the auspices of his father, whom he afterwards accompanied into the Hercules, another third rate. This latter ship formed part of Sir George B. Rodney's fleet, in the memorable battle of April 12, 1782, and was on that occasion commanded by Captain Henry Savage. Her loss, as already stated at p. 602, amounted to 7 killed and 19 wounded; among the latter was Mr. Charles Brisbane †.

* Admiral Brisbane died at Southampton Dec. 10, 1807. He was a descendant of Allans de Brysbane, who obtained a grant of the lands of Mucherach, in Stirling, from Donald Earl of Lennox, who lived in the time of King David Bruce, anno 1329.

† Captain Brisbane on leaving the Hercules, confided his son Charles, then about nine years of age, to the care of her first Lieutenant, the present Rear-Admiral Nowell, whose brother officers, as a mark of the respect and esteem they had for their late commander, agreed that he should mess in the ward-room. Mr. Nowell appointed him his little aide-de-camp; but as he could not bring himself to acquiesce in the youngster's wishes so far as

From 1784 to 1790, the subject of this memoir served as a Midshipman in various ships; but it being a period of profound peace, we meet with no occurrence worth mentioning. In the latter year he was promoted to the rank of Lieutenant, and soon after appointed to the Spitfire fire-ship, in which he remained till she was paid off.

In 1793, Lieutenant Brisbane proceeded to the Mediterranean, with Captain (now Sir Charles) Tyler, in the Meleager frigate. On that station, from the arrival of Lord Hood at Toulon, to the period of its evacuation, and subsequently, during the whole of the operations against the French in Corsica, he was very actively employed, as will appear by the following outline of his services in that quarter.

At midnight, on the 27th Aug. when Captain Elphinstone, now Viscount Keith, had been authorised by the Commander-in-Chief to take the command at Fort la Malgue, Lieutenant Brisbane assisted at the disembarkation of the troops; and in the succeeding month, when it was found necessary to erect a battery upon the Hauteur de Grasse, for the better protection of the outer road and naval hospital, it was owing, in part, to his active zeal and great exertion, that three 24-pounders were expeditiously dragged up a very steep ascent.

Lieutenant Brisbane's conduct on these and other occasions of a similar nature, attracted the notice of Lord Hood, by whom he was shortly afterwards appointed to the command of Fort Pomet, one of the most dangerous out-posts in the neighbourhood of Toulon, about five miles from the city.

This was an appointment extremely suitable to the display of his talents. He assisted in repulsing the French at Fort Mulgrave, in November; and, after several other skir-

to assign him a station on the quarter-deck, in the event of coming to action, he placed him with the officer who commanded on the lower-deck. During the engagement with the French fleet under Count de Grasse, a shot came through the Hercules' counter, and carried away the rudder case, one of the boards of which knocked Mr. Charles Brisbane down. One of the seamen took him up in his arms and carried him in a state of insensibility to the cockpit. He soon afterwards came to himself, and on the Surgeon asking him where he was hurt, he pointed to his breast, but said *he was well enough to return to his quarters.* The wound, however, proved of a very serious nature, and kept him in a crippled state, bent almost double, for nine months.

mishes on the heights of Pharon, he remained at Fort Pomet, till it was found necessary to destroy the enemy's ships, and to evacuate the town and harbour of Toulon. He was then ordered to make the best retreat in his power from the post he commanded; but, although the republican troops were pouring down in considerable force, and were within a very short distance, he stopped to set fire to a train, which communicated with five hundred barrels of gunpowder. The explosion blew the fort to atoms; and, from the situation of himself and his men, it was supposed, at a distance, that they had all perished. Amidst his ardour, however, Lieutenant Brisbane's judgment had not forsaken him. Himself and his party were safe; and after surmounting many difficulties and dangers, they effected their retreat without loss.

Early in 1794, Lieutenant Brisbane proceeded to Corsica; and, with 100 men belonging to the Britannia under his command, effected a landing at St. Fiorenzo. A body of troops, commanded by Liuetenant-General Dundas, were disembarked about the same time; and on the night of the 17th Feb., the heights of Fornelli were vigorously attacked, and carried by assault *.

During the siege of Bastia, which was soon afterwards commenced, Lieutenant Brisbane had the honor of serving under the heroic Nelson, who commanded a brigade of seamen on shore, and of sharing in the extensive variety of services in which he was at that period engaged. There was even a similarity in their fate; for, having been entrusted by Nelson with the command of a small battery, our officer was dangerously wounded in the head while at his gun, a circumstance which reduced him to the mortifying necessity of being taken on board the Alcide, one of the ships then lying off the town. Several pieces of iron were extracted from the wound, (which had been occasioned by the collision of one of the enemy's shot with Lieutenant Brisbane's gun,) and a cure was at length effected; but his left eye sustained nearly a total deprivation of sight.

Lord Hood, in his official letter, announcing the surrender of Bastia, speaks very highly of the merits of Lieutenant Brisbane. "The Lieutenants Gore, Hotham, Stiles, Andrews, and

* See p. 250. *et seq.*

Brisbane," says his Lordship, "have an ample claim to my gratitude; as the seamen under their management worked the guns with great judgment and alacrity: never was a higher spirit or greater perseverance exhibited; and I am happy to say, that no other contention was at any time known, than who should be most forward and indefatigable in promoting his Majesty's service: for although the difficulties they had to struggle with, were many and various, the perfect harmony and good humour that universally prevailed throughout the siege overcame them all."

In the month of June following, Lieutenant Brisbane, then on board the Britannia, a first rate, bearing the flag of Vice-Admiral Hotham, proposed a plan for destroying a French squadron which had been chased into Gourjon Bay, and was there protected by several strong batteries. His scheme was immediately adopted by Lord Hood, who ordered the Tarleton and another vessel to be fitted as fire-ships, and entrusted him with the command of the former; but on approaching the bay, our officer and his companion, Lieutenant R. W. Miller, found the enemy so well prepared, and so strongly posted, that the enterprise was abandoned as impracticable. Lord Hood, however, entertained so high an opinion of the merit of the plan, that he rewarded its projector by advancing him to the rank of Commander, in the same vessel to which he had already given him a temporary appointment.

Subsequent to the action with the French fleet, on the 14th March, 1795 *, Captain Brisbane was removed into the Mozelle sloop of war; and on the arrival of Sir John Jervis in the Mediterranean, in the ensuing autumn, he received orders to proceed to Gibraltar; from whence he was sent by Rear-Admiral Mann, to convoy two troop-ships to Barbadoes. On his passage thither he fell in with a Dutch squadron; and conceiving it to be of more importance to watch their motions, than to proceed on his original destination, he sent the transports forward, and followed the enemy, acting upon his own responsibility, till he found that they were going to the Cape of Good Hope. He then crowded sail, and gave the requisite information to Sir George Keith Elphinstone, the Commander-in-Chief on that station.

* See p. 340.

The perseverance of Captain Brisbane, upon this occasion, was entitled to much praise. From leaving Gibraltar, till his arrival at the Cape, five months had elapsed; and during a great part of that time he and his crew were on short allowance of water and provisions: for a considerable period, indeed, they had only a pint of water per day, and must have been reduced to much less, had they not obtained a supply of rain-water on the line.

Our officer was present at the capture of the Dutch ships in Saldanha Bay, Aug. 18, 1796*; and, for his extraordinary exertion in conveying the important intelligence of their approach, Sir George K. Elphinstone was pleased to advance him to post rank, in the Dortrecht, of 66 guns, one of the prizes. Sir John Jervis also sent him out a Post-Captain's commission for the Nemesis, dated July 22, 1796, from which he takes his seniority; and he had likewise the satisfaction of receiving the thanks of the Admiralty, for the part which he had taken in the capture.

Captain Aylmer, of the Tremendous, having been sent to England with the official account of this fortunate event, Rear-Admiral Pringle applied for Captain Brisbane to succeed him; and when that officer assumed the chief command on the Cape station, he removed him into l'Oiseau frigate, and sent him to cruise off the Rio de la Plata.

Whilst thus employed, Captain Brisbane fell in with two large Spanish frigates, one of them bearing a Commodore's broad pendant. A severe engagement ensued; but, notwithstanding the disparity of force, l'Oiseau had the good fortune to beat off her opponents.

On his return to the Cape, Captain Brisbane was removed into the Dortrecht, and sent to St. Helena as convoy to some homeward bound Indiamen. While there, his fortitude and presence of mind were put to a severe test. Intelligence of the mutiny which had taken place in the Channel and North Sea fleets, having reached that island, his crew, inspired by the same mischievous spirit which had by this time diffused itself throughout the royal navy, rose upon their officers, and menaced them with general destruction. The utmost promptitude and vigour became necessary; and, seizing one

* See pp. 50, 51.

of the ring-leaders, Captain Brisbane placed a rope about his neck, and apparently was proceeding to immediate execution. His object, however, being only to inspire terror, and to convince the crew that he was not to be intimidated, he relaxed from the threatened infliction of justice; but, while the rope was yet round the culprit's neck, he solemnly declared to him, that, if he ever again ventured to open his mouth against his King or Country, or in disobedience to the commands of his officers, the yard-arm should inevitably be his portion. This imperative proceeding on the part of Captain Brisbane shook the guilty resolutions of the mutineers; and by a continued firmness, they were happily restored to a state of subordination.

The mutiny having also broken out at the Cape, Rear-Admiral Pringle sent a 20-gun ship down to St. Helena, expressly to recall Captain Brisbane, that he might resume the command of the Tremendous; the crew of that ship having risen upon their officers, and turned their commander on shore *.

Captain Brisbane immediately complied with the wishes of the Commander-in-Chief, and continued in the Tremendous till 1798, when he accompanied that officer to England in the

* It was on board the Tremendous, that the mutiny first made its appearance at the Cape of Good Hope. The ship's company, charging her commander, Captain George Hopewell Stephens, with cruelty and misconduct, at first threatened to bring him to a court-martial, composed of members chosen from amongst themselves. Captain Stephens, feeling this as an imputation upon his honor and character as an officer, afterwards requested a court-martial upon his conduct, which was accordingly held on board the Sceptre, in Table Bay, and he was honorably acquitted.

For a time, the mutineers, having obtained a pardon, returned to their duty; but the flame of discontent having been only smothered, not extinguished, it burst forth again with redoubled violence, extending to the Sceptre, and to some other ships. A council was immediately held on shore, wherein it was wisely determined by Admiral Pringle, Lord Macartney, the Governor of the colony, and General Dundas, who commanded the military stationed at the Cape, to use force, and the most decisive measures, for quelling it and bringing the ring-leaders to punishment: all the batteries were instantly manned, and upwards of 100 pieces of cannon pointed at the Tremendous, the Admiral's ship, on board which the mutiny was at the greatest height: the furnaces were heated, and hot shot prepared to fire on her as she lay at anchor off the Amsterdam battery, if the mutineers should refuse to deliver up the ringleaders, and return to

Crescent frigate. His next appointment was to the Doris, of 38 guns; and in that ship, under the orders of Admiral Cornwallis, he was invested with the command of a squadron of frigates, to watch the motions of the French fleet in Brest harbour.

Zealous for the honor of the service, and anxious to perform some act that might add to his professional fame, Captain Brisbane, while thus occupied, took an opportunity of entering the port, and of rowing round the enemy's fleet, to ascertain whether its destruction might be practicable. Conceiving it to be so, with that fertility of expedient by which he has always been distinguished, he formed a plan for burning the ships, which was accepted by the Admiral; but in consequence of some difficulties which arose, in the appointment of officers for carrying it into effect, the attempt was not made.

In the month of July, 1801, the boats of the Doris and other ships cut the French corvette la Chevrette out of Camaret Bay. The undaunted bravery of British seamen was perhaps never more firmly resisted by an enemy than on this occasion; but the heroic determination of the assailants overcame every resistance that could be opposed to them by superior force, and complete success crowned at length their gallant exertions. An account of this dashing exploit will be found in our next volume, under the head of Captain Keith Maxwell, who commanded the boats; but it is proper to remark in this place, that the plan of the enterprise, and the orders for its execution, emanated solely from the subject of this memoir.

The truce of Amiens having rendered Captain Brisbane's services in the channel no longer necessary, he was appointed

obedience. A proclamation was issued, and only two hours were allowed for them to deliberate, whether they would accept the terms offered. Ten minutes before the expiration of the time granted, the mutineers finding that it was positively determined to sink the Tremendous, in case of refusal, hoisted the flag of submission on board that ship, which was immediately followed by all the others. The delegates were given up, many of them tried and executed, others severely flogged, and good order and discipline once more restored in the squadron.

Captain Stephens was afterwards advanced to the rank of Rear-Admiral. He died at Great Ealing, in Middlesex, Dec. 25, 1819.

to the Trent, another frigate, and ordered to the West Indies. While there, he was removed, first into the Sans Pareil, and afterwards into the Goliath, both ships of the line.

At the commencement of the late war, our officer captured la Mignonne, a fine corvette, of 16 long 18-pounders, and 80 men, off St. Domingo. On the preceding evening, one of his boats took a French schooner, laden with sugar, and having on board 3,476 dollars.

Some time afterwards, the Goliath returned to England as convoy to the homeward bound trade. On her passage, she was overtaken by a violent hurricane, which threatened the whole fleet with destruction. The Calypso sloop of war, and one of the merchantmen, sunk, and the Goliath was in imminent danger of sharing the same fate. In addition to these misfortunes, twenty-one vessels were dismasted, and the total loss of many of them was apprehended; but by the most assiduous attention on the part of Captain Brisbane, he had the satisfaction of bringing them all safe into port. The Goliath was subsequently employed in the blockade of Rochefort.

In the spring of 1805, our officer was appointed to the Arethusa, a fine frigate *; and at the latter end of the year, escorted a fleet of merchantmen to the West Indies.

On their passage thither, the convoy fell in with and was chased by a French squadron, of five sail of the line and three frigates. By the judicious arrangements of the commodore, however, his charge was rescued from the impending danger, and conducted in safety to Barbadoes, from whence the Arethusa proceeded to Jamaica, and was afterwards employed in cruising off the Havannah, where she captured several trading vessels.

On this station an accident happened to the Arethusa, which, had it not been for the greatest exertions on the part of her commander, officers, and crew, would in all probability have proved fatal. Early in the year 1806, she by some

* On the 31st July, 1804, the officers of the Goliath gave Captain Brisbane a grand dinner at the Pope's Head hotel, Plymouth. About the same period, he had the misfortune to fracture two of his ribs, and dislocate his arm. This accident was occasioned by the breaking of the man-rope, just as he was stepping over the ship's side.

means ran on shore among the Colorados, a numerous cluster of small islands or rocks, near the N. W. coast of the island of Cuba; and it was not until after twelve hours of severe and unremitting labour, in the course of which all her guns were obliged to be thrown overboard, that she was got off, and cleared from danger.

The cause of the Arethusa's getting on shore has never, we believe, been satisfactorily ascertained. While some are disposed to impute blame to the officer who had charge of the watch at the time when the disaster happened, others contend, that, as the currents are very variable in those seas, the ship might have been carried nearer to the land by them than was expected, and that the accident might have befallen the most careful officer.

A circumstance occurred immediately after this unfortunate event, which served to place the dauntless bravery of the Arethusa's crew in the most conspicuous light. In working up to the Havannah, she fell in with a Spanish line-of-battle ship; when Captain Brisbane, confident in his men, although without a single great gun, told them, that it was his determination to lay the enemy on board, and that in the attempt to carry her they should be led by their officers. Three cheers from every man in the ship, was all the answer that these brave fellows gave to their commander, who immediately ordered all possible sail to be set; but unfortunately, the enemy stood for the Moro Castle, and it was found impracticable to reach her before she had got under its protection.

Captain Brisbane, disappointed in his intention of boarding the Spaniard, returned to Jamaica, to get fresh guns on board, and to refit, after which he resumed his former station; and on the morning of Aug. 23d, discovered a sail, which afterwards proved to be the Pomona, a Spanish frigate, of 38 guns and 347 men, from Vera Cruz. When Captain Brisbane first perceived her, she was within two miles of the Moro Castle, standing for the Havannah, under a press of sail. He immediately made the signal to Captain Lydiard, of the Anson, then under his orders, to lay the enemy on board on coming up with her; but his design was frustrated by the Pomona bearing up, having been joined by twelve gun-boats, from

the Havannah, (each carrying a 24-pounder and 100 men,) and anchoring within pistol-shot of a castle mounting sixteen 36-pounders, in three fathoms and a half water; the gun-boats advanced from her in a line a-breast.

Not deterred by the formidable line of defence which was thus presented, added to a lee-shore, Captain Brisbane, supported by the Anson on his larboard bow, anchored the Arethusa close alongside the Pomona, in only one foot more water than she drew. The action immediately became general, and in 35 minutes the Pomona struck her colours; three gun-boats blew up, six were sunk, and three driven among the breakers. The castle, by firing red-hot shot, set fire to the Arethusa; but the flames were speedily extinguished, and the Pomona instantly taken possession of. Shortly after, a melancholy and dreadful explosion took place in the castle, and the contest ceased.

In the course of the action, Captain Brisbane was wounded in the knee; but, though he suffered excruciating pain, he refused to quit the deck till victory had decisively proclaimed herself in favor of the British flag. The loss sustained by the Arethusa upon this occasion, amounted to 2 killed, and 32 wounded. Vice-Admiral Dacres, the Commander-in-Chief at Jamaica, in his official letter to the Admiralty, announcing the capture of the Pomona, justly observed, that "the success attending this bold enterprise Captain Brisbane was well entitled to, for the promptness and decision with which he anchored in such shoal water, to attack a force of such magnitude."

The Pomona was laden with specie and merchandize. The money belonging to the King had been landed at the castle only ten minutes before the action commenced; but the freight belonging to the merchants fell into the hands of her captors. The Captain of the Pomona and 20 men were killed, and 32 officers and men wounded. The loss of men in the gun-boats must have been considerable, as very few reached the shore from those that were blown up and sunk. The Anson had not a man hurt.

Towards the latter end of the same year, 1806, Captain Brisbane was despatched from Jamaica, with a squadron of frigates, consisting of the Arethusa, Latona, and Anson,

to reconnoitre the island of Curaçoa, and to ascertain, by a flag of truce, whether the inhabitants were disposed towards an alliance with Great Britain.

It was on the 1st Jan. 1807, that this little squadron, reinforced by the Fisgard frigate, arrived off Curaçoa. No orders whatever had been given to attack the island; but, having by means of the pilots taken on board at Aruba, perfectly ascertained the situation of the place, Captain Brisbane formed a plan for carrying it by a *coup-de-main*; and imparting his intention to the respective Captains under him, with a zeal for the service which would have done honor to the character of a Nelson, taking the sole responsibility of the act upon himself, he led his ships into the harbour, passing the formidable line of sea batteries by which its entrance was protected, and came to an anchor. It is well deserving of remark, that previously to this, and unknown to their officers, the men, participating in the spirit of their gallant leader, had arranged themselves for attack; and, when called to quarters, they were found with the words "*Victory or Death,*" chalked upon their hats! As an additional stimulus, Captain Brisbane instantly put on his full uniform, and proceeded as we have already stated. The harbour, as he describes it in his official letter, was defended by regular fortifications, of two tier of guns, Fort Amsterdam alone mounting 66 pieces of cannon; the entrance only fifty yards wide, athwart which was the Dutch frigate Hatslar, of 36 guns, and Surinam sloop, of 22, with two armed schooners; a chain of forts was on Misleburg, a commanding height; and that almost impregnable fortress, Fort Republique, within the distance of grape-shot, enfilading the whole harbour.

The enemy were panic-struck at such unexpected gallantry, and all was confusion. A severe and destructive cannonade commenced on the part of the Arethusa and Latona, which ships had entered the harbour in close order, and taken their positions before they fired a shot. The larboard broadside of the former bearing upon Fort Republique; the latter placed athwart the hawse of the Dutch men-of-war, and in a position to enfilade the guns of Fort Amsterdam, the fire of which was soon silenced. The Anson, on her arrival, ran alongside of the Surinam; but the Fisgard, less fortunate, got a-ground

upon the rocks on the west side of the harbour. Captain Brisbane had by this time landed with his boat's crew; but learning from Captain Wood of the Latona, that the Hatslar had called for quarter, he pushed off from the shore with 4 or 5 men, and got on board in time to haul down the enemy's colours with his own hands *. The boats of the squadron were now ordered to land, and Fort Amsterdam was instantly taken possession of without resistance, although the garrison consisted of 275 regular troops. The Commodore was the first person who scaled the walls, and on this occasion also struck the Dutch flag. About this period the Governor of Curaçoa arrived in a boat from his country house, accompanied by a lady; and stopping under the Latona's stern, was desired by her commander to proceed to the fort, where he would find Captain Brisbane, and receive no molestation. He accordingly went thither, and after half an hour's deliberation, during which preparations were made for warping the frigates up against Fort Republique, agreed to surrender the island and its dependencies to the crown of Great Britain.

By ten o'clock the British flag was hoisted on Fort Republique; the whole of the island, defended by 1200 militia, besides a considerable number of regular troops, having been reduced, and brought into the quiet possesion of the English, by a force not exceeding 800 effective men, in less than four hours.

The splendour of this achievement might well excite the astonishment of the Commander-in-Chief; who, it is said, had calculated that no less a force than ten sail of the line, and 10,000 land forces, would be necessary for the capture of the island, which had been thus subdued by a mere handful of men. The entire loss of the British was only 4 seamen killed, and 14 wounded. Two of the former, and 5 of the latter, belonged to the Arethusa.

Vice-Admiral Dacres, in his official despatches announcing the event to government, thus handsomely expressed his approbation of the gallant conduct of the captors:

"*Whilst I contemplate the immense strength of the har-*

* The Dutch frigate had previously been boarded by Mr. GRINT, Master's Mate of the Latona; but her colours being foul, afforded Captain BRISBANE the opportunity of striking them.

bour of Amsterdam, and the superior force contained in the different batteries opposed to the entrance of the frigates, I know not how sufficiently to admire the decision of Captain Brisbane in attempting the harbour, and the determined bravery and conduct displayed by himself, the other three Captains, and all the officers and men under his command."

Immediately after the capture, Captain Brisbane proceeded to disarm the militia—a most politic measure, considering the very slender state of the British force; and to administer to the inhabitants of the island, the oath of allegiance to his Britannic Majesty. The Dutch Governor having refused to take that oath, Captain Brisbane constituted himself his successor, *pro tempore*, and assumed the functions of government accordingly.

As a reward for their distinguished conduct, his late Majesty was graciously pleased to present each of the Captains engaged in the conquest of Curaçoa, with a gold medal; and to confer the honor of knighthood upon Captains Brisbane and Wood, to the former of whom, as an especial mark of his royal favor, he also granted an honorable augmentation to his armorial bearings, together with supporters *.

In commemoration of his gallant behaviour, the House of Assembly of the island of Jamaica presented our officer with a handsome sword, accompanied by an appropriate address; and after his return to England, he had the pleasure of receiving a similar compliment from that admirable and truly praiseworthy institution, the Patriotic Fund at Lloyd's.

On quitting the government of Curaçoa, Sir Charles Brisbane rejoined his old ship the Arethusa, and remained in her until the autumn of 1808, when he was appointed to the Blake, of 74 guns. At the latter end of the same year he obtained the government of the island of St. Vincent, which post he still retains. He was nominated a K. C. B. Jan. 2, 1815; and advanced to the rank of Rear-Admiral, Aug. 12, 1819.

Sir Charles married Sarah, one of the daughters and co-

* The privilege of bearing Supporters is limited to Peers of the Realm, the Knights of the several Orders, and the Proxies of Princes of the Blood at Installations, except in such cases wherein, under particular circumstances, especial license is granted for the use thereof, as in the case of Sir Charles Brisbane.

heiresses of the late Sir James Patey, late of Reading, in Berkshire, Knt.; and has several children. His only surviving brother, James, was knighted for his gallantry at Algiers, in 1816, on which occasion he commanded the flag-ship of Lord Exmouth. His three elder brothers, John Douglas, Thomas Stewart, and William Henry, died in the service of their country; the former, a Captain R. N., was drowned in 1782; the second, a Lieutenant-Colonel in the army, fell at St. Domingo, in 1795; and the latter, a naval Captain, died in the following year.

A portrait of the subject of this memoir, executed by J. Northcote, representing his attack on Curaçoa, was exhibited at the Royal Academy in 1809.

SIR JOHN TALBOT,

Rear-Admiral of the White; Knight Commander of the most honorable Military Order of the Bath.

This officer's ancestor, John Talbot, served under the Earl of Salisbury at the siege of Orleans, in the reign of Henry VI. There is a tradition in the family, that twelve Talbots were engaged in the battle of the Boyne; six on the side of King James, and the like number attached to the army under William, of glorious memory.

Sir John Talbot is a son of the late Colonel Talbot, of Malahide Castle, near Dublin, and brother of Richard Wogan Talbot, Esq., M. P. for that county. In 1784, we find him serving as a Midshipman on board the Boreas frigate, commanded by the late Lord Nelson, at the Leeward Islands. He was made a Lieutenant in 1790; and appointed to the command of the Helena sloop, about the month of April, 1795. His post commission bears date Aug. 27, 1796.

Captain Talbot was promoted to the latter rank in the Eurydice, of 24 guns, on the North Sea station, where he captured several of the enemy's privateers. His next appointment was to the Ambuscade frigate, in which he remained but a few months, and then removed into the Glenmore, employed on the coast of Ireland. In July, 1801, he recaptured four West Indiamen which had been recently cut off from their convoy by a French privateer.

On the 30th Sept. following, two of the Glenmore's crew were sentenced by a court-martial to suffer death, for mutiny, and taking an oath not to proceed to sea while the ship was commanded by Captain Talbot. One of these men was executed on the 8th, but the other obtained a respite during the royal pleasure.

In the autumn of 1804, our officer was appointed to the Leander, of 50 guns, and ordered to Halifax; on which station, Feb. 23, 1805, he captured la Ville de Milan, of 46 guns, pierced for 50, and retook her prize, the Cleopatra, a small English frigate *. By this fortunate event he had the option of commanding one of the finest and most desirable ships of her class in the service; but with that liberality of spirit which ever characterises the British officer, he waved his right in favor of his friend, Sir Robert Laurie, to whose bravery and perseverance he generously ascribed his success; as if the French frigate had not been so roughly handled by the Cleopatra, she certainly would not have proved so easy a prize to the Leander.

The following address was delivered to Captain Talbot, on his taking leave of the Leander's officers, previous to his joining the Centaur, of 74 guns, Dec. 5, 1805 :—

SIR,—The ward-room officers of his Majesty's ship Leander, who, while under your command, have so constantly seen the correct and steady conduct of the officer happily blended with the manners of the gentleman, anxious to testify their esteem and respect, and the unfeigned regret they feel at your departure, beg leave, as a small token of their regard, to present you with a sword, value one hundred guineas; well assured that it will always be drawn in the cause of honor, defending the rights of your King and Country."

To which Captain Talbot returned the following reply :

" GENTLEMEN,—You have presented me with such a testimony of your regard as deserves my warmest acknowledgments. I shall wear *that* sword with pride. It is impossible for words to express my feelings on so flattering an occasion; and I have only to request you will believe I shall ever retain a due sense of the honor you have conferred on me."

We next find Captain Talbot commanding the Thunderer, of 74 guns, in which ship he greatly distinguished himself at the destruction of a Turkish squadron lying within the forts of the Dardanelles, Feb. 19, 1807 †. In this affair, and during the

* See Rear-Admiral Sir ROBERT LAURIE.

† See Rear-Admiral THOMAS HARVEY.

subsequent operations against the Turks, by the squadron under Sir John T. Duckworth, the Thunderer had 6 men killed and 28 wounded.

Towards the latter end of the year 1809, our officer was appointed to the Victorious, another 74, stationed in the Mediterranean, where he destroyed the Leoben, Italian schooner of war, of 10 guns and 60 men, from Venice bound to Corfu, laden with ordnance stores.

On the 21st Feb. 1812, Captain Talbot being off Venice, in company with Captain Andrews of the Weazle sloop, discovered an enemy's squadron, consisting of the Rivoli, of 74 guns, two brigs of 18 guns each, one of 10 guns, and two gunboats, proceeding from that port to Polo, in Istria. A very close action ensued between the two line-of-battle ships, during which one of the brigs, engaged with the Weazle, blew up, and the others took to flight. Captain Andrews then placed his vessel very judiciously on the bow of the Rivoli, which had already been rendered perfectly unmanageable, and in that situation gave her three raking broadsides, so that she was at length compelled to surrender, after a most gallant defence of four hours and a half.

From the length of the action, and the smoothness of the water, the loss of men and the damages on both sides were very great, the Victorious and Rivoli having been within half-musket-shot during the whole of the battle, which only ceased at intervals, when the ships were hid from each other by the fog and smoke. The former had 32 killed and 109 wounded: among the latter number was Captain Talbot, who received a contusion from a splinter, and for some days afterwards was nearly deprived of his sight *. The Rivoli had 400 men, her Captain, and most of her officers, either killed or wounded; she had on board at the commencement of the action 862 persons; the Victorious only 506.

The Rivoli bore the broad pendant of Commodore Barré, the Commander-in-Chief of the enemy's forces in the Adriatic, whose conduct, during the whole of the battle, convinced Captain Talbot he had to deal with a most gallant man, as well as an experienced and skilful officer.

The Rivoli, in crossing the gulf of Fieume, lost her fore and

* Ten of the wounded died soon after the action.

main-masts; but, by great exertions, she was taken safe into the port of Lissa under jury-masts. Her mizen-mast fell a few minutes before she struck *.

Towards the close of the year 1812, we find Captain Talbot, to whom the Board of Admiralty had presented a gold medal, for his gallant conduct in capturing the Rivoli, proceeding with Sir John B. Warren to the coast of North America, on which station he continued in the Victorious during the remainder of the war. He obtained a Colonelcy of Royal Marines, June 4, 1814; and was nominated a K. C. B. Jan. 2, 1815. His advancement to the rank of Rear-Admiral took place Aug. 12, 1819.

Sir John Talbot married, Oct. 17, 1815, Juliana, youngest daughter of James Everard, 9th Lord Arundel, and a Count of the Sacred Roman Empire, by Mary Christiana, eldest daughter of his first cousin, the 8th Lord.

JOHN RICHARD DELAP TOLLEMACHE, Esq.

(LATE HALLIDAY.)

Rear-Admiral of the White.

This officer is the eldest son of the late John Delap Halliday, of Castlemains, in the Stewartry of Kircudbright, N.B., and of the Leasowes, in Shropshire, Esq., by Lady Jane Tollemache, daughter of Lionel, third Earl of Dysart, whose ancestors were settled at Bentley, in Suffolk, previous to the Norman Conquest.

* The following anecdote is related of James Daley, a seaman of the Victorious, whose left thigh was carried away by a shot, so high up that a portion of the hip was attached to it, and the right shattered to pieces. On his way to the cockpit, he observed that one of the guns close to the hatchway, was run out, and about to be discharged; he immediately desired the seamen who were carrying him down, to stop, which they did, when he requested to be allowed to have one shot more at the enemy before he died; "after doing which," he added, "he would die content." His request was granted; when he very contentedly permitted himself to be carried down, exclaiming on the ladder, "Fight on, my boys! fight on for your King and Country until you die." On his arrival in the cockpit, he said to the Surgeon, "Sir, I know you will do all you can for me, but I also know, there is nothing in your power." In less than half an hour after, his gallant soul left this for another world.

He entered the naval service as a Midshipman, on board the Otter sloop of war, commanded by Captain John Oakes Hardy, in 1787, and continued in that vessel till June 1789, when he joined the Adamant, of 50 guns, bearing the flag of Sir Richard Hughes, from which ship he removed into the Thisbe frigate on the coast of North America.

Mr. Halliday subsequently served in the Juno frigate, with the late Sir Samuel Hood; in the Lion, 64, Captain Finch, on the West India station; and Melampus frigate, Captain (now Sir Isaac) Coffin. From the latter he was appointed in June, 1793, to command a hired cutter employed under the orders of Rear-Admiral Macbride, at the siege of Dunkirk, and in various services on the coast of Flanders. His promotion to the rank of Lieutenant took place in 1795, on which occasion he was commissioned to the Serpent sloop of war; but soon after joined the Culloden, a third-rate, commanded by the late gallant Sir Thomas Troubridge, with whom he served on the Mediterranean station, where he was made a Commander, and appointed to act as Captain of the Nemesis frigate, in which he escorted a large fleet of merchantmen to England. His post commission bears date Sept. 19, 1796.

Captain Halliday subsequently commanded the Doris, of 36 guns, in which frigate he cruised with considerable activity and success. His next appointment was, in 1807, to the Gibraltar, of 80 guns; and from her he appears to have removed into the Repulse, 74, on the Mediterranean station. During the autumn and winter of 1810, he was entrusted with the command of the in-shore squadron off Toulon, and whilst on that service displayed great gallantry in a single-handed affair with a French squadron which had come out of port for the purpose of liberating two store-ships then blocked up at Porquerolle, and by which, but for Captain Halliday's determined conduct, the Philomel sloop of war would inevitably have been captured.

In the spring of 1811, our officer exchanged into the Montagu, 74, and in that ship returned to England. During the ensuing four years, he commanded the Tigre, of 80 guns; and served successively on the Channel and North Sea stations, at St. Helena, and in the West Indies. His advancement to the rank of Rear-Admiral took place Aug. 12, 1819. He assumed

the name of Tollemache in conformity to the will of his maternal uncle, the late Earl of Dysart, who died March 9, 1821.

The Rear-Admiral married, Feb. 28, 1797, Lady Elizabeth Stratford, daughter of John, third Earl of Aldborough, and has a numerous family.

Country-seat.—Tilstone, Cheshire.

Town Residence.—148, Piccadilly.

JOHN GIFFARD, Esq.

Rear-Admiral of the White.

This officer entered the naval service in April, 1780, as a Midshipman, on board the Canada, of 74 guns, commanded by the late Sir George Collier, and forming part of the Channel fleet then under the orders of Sir Charles Hardy.

In March, 1781, the Canada sailed from Spithead in company with a formidable armament sent to relieve Gibraltar, and whilst on that service was one of the ships engaged with the enemy's flotilla *. Returning from thence, and being ordered by Vice-Admiral Darby to look out a-head of the fleet, she discovered, and after an arduous chase and short action, captured the Leocadia, a Spanish frigate of 36 guns, commanded by Don Francisco De Wenthuisen, a brave and meritorious officer, who unfortunately lost his right arm on that occasion, and was afterwards killed on board the San Josef, in the memorable conflict off Cape St. Vincent.

We subsequently find the Canada, commanded by the Hon. William Cornwallis, proceeding with Rear-Admiral Digby to the American station, from whence she accompanied Sir Samuel Hood to the West Indies, and bore a very conspicuous share in his brilliant actions at St. Christopher's † as well as in the battles fought between Rodney and de Grasse, on the 9th and 12th April, 1782, on which latter glorious occasion she sustained a loss of 12 men killed and 23 wounded.

Returning to England in the ensuing autumn, in company with the French prizes and a convoy under Rear-Admiral Graves, the Canada encountered that tremendous hurricane

* See p. 4, and note ‡, at p. 33.

† See Retired Captain J. N. Inglefield, in our next volume.

which proved so fatal to the Centaur*, Ville de Paris, and many other ships. She, however, reached Spithead on the 5th Oct. with the loss of her mizen-mast and fore and main-top-masts, and in so leaky a condition as to render it necessary for her to be immediately put out of commission.

In 1788, when the gallant Cornwallis hoisted a broad pendant on board the Crown, of 64 guns, on being nominated to the chief command in the East Indies, Mr. Giffard, who had previously completed his time as a Midshipman in the Ardent, 64, and Trimmer sloop of war, again joined that officer, by whom he was at length promoted, in 1790, to the rank of Lieutenant, in the Vestal frigate, and afterwards removed successively into the Crown, and Minerva. He continued to serve in India till 1793, when ill health compelled him to return home.

Lieutenant Giffard's next appointments were to the Theseus, 74, and Queen Charlotte, a first-rate. The latter ship formed part of Lord Bridport's fleet in the action off l'Orient, June 23, 1795, on which occasion she was very warmly engaged, sustained considerable damage in her masts, sails, and rigging, and had 36 men killed and wounded.

In Feb. 1796, our officer obtained the rank of Commander, in the Raven sloop of war, and on the 11th of August following sailed from Spithead, in company with a large convoy under the orders of Sir Hyde Parker; who, finding on his approach towards Cadiz, that the French Admiral Richery had left that port, proceeded with his squadron to the West Indies, leaving the Raven in charge of the merchantmen, with orders to conduct them to Lisbon: for the able performance of which important service the thanks of the Board of Admiralty were conveyed to Captain Giffard through Vice-Admiral Vandeput, at that time commanding on the coast of Portugal.

We next find the Raven conveying to Sir John Jervis the intelligence of a British squadron under Rear-Admiral Mann having been chased by the Spanish fleet, in the neighbourhood of Gibraltar. By the former officer, who then held the chief command on the Mediterranean station, Captain Giffard was made post, into la Mignonne, of 32 guns, by commission dated Oct. 19, 1796, and some time after removed into la Maho-

* See pp. 429 and 679.

nena, another frigate, the command of which he retained till June, 1798, when she was paid off at Plymouth, preparatory to her being broken up.

Captain Giffard was subsequently appointed in succession to the Active and Loire frigates, and Magnificent, 74. In the former he captured the French cutter privateer, le Quinola, of 14 guns and 48 men; and in the latter was sent with several other ships to the West Indies, for the purpose of watching the motions of a powerful armament, despatched from France immediately after the signing of the definitive treaty of peace at Amiens, to attempt the re-conquest of St. Domingo.

In the early part of April, 1802, some heavy shot fired from the lower Cabritta, went over the Magnificent, as she lay at anchor in Prince Rupert's Bay, Dominica. This was the first symptom of a dangerous insurrection of the 8th West India regiment, then in garrison at Fort Shirley, which was marked by acts of the most shocking barbarity; and but for the prudent conduct of Captain Giffard, would most probably have deluged the island in blood, and produced the ruin of the colony.

On the return of the officer whom he had sent on shore for the purpose of obtaining information, with a note from the President, stating that the lives of the loyal inhabitants depended on the presence of the Magnificent, and the exertions of her commander; Captain Giffard, who had already got his ship under weigh, and prepared for action, immediately landed a large party of seamen and marines, with a quantity of ammunition and provisions for the militia. He afterwards went on shore himself to concert a plan of attack on Fort Shirley, and to offer the active co-operation of the navy. On the arrival of the Governor from Rosseau, and preparations being made for storming the inner Cabritta, the mutineers offered to receive the forces sent against them with presented arms, then to ground them at the word of command, and submit unconditionally. This was performed so far as the ceremony of presenting and grounding their arms; but, when ordered to advance three paces, they refused to obey, and many took up their pieces and fired. This was instantly returned by the British troops, and a dreadful slaughter ensued among the black soldiers, who were soon put to the rout. The Magni-

ficent having in the mean time bore up round Prince Rupert's Head, opened her fire on the flying revolters with so much effect as to cut off their retreat, while the boats of that ship, and of others which had joined since the commencement of the mutiny, were sent to bring off the prisoners, many of whom were afterwards tried and executed.

Captain Giffard was ordered to England soon after this event; and his ship being paid off at Portsmouth on the 31st Aug. following, he remained unemployed till the renewal of hostilities in 1803, when he obtained the temporary command of the Prince of Wales, a second rate. His next appointment was to the Dryad frigate, in which he conveyed Lord Gardner to Cork, and remained for some time under that officer's orders, on the Irish station. We subsequently find him in the Athenienne, of 64 guns, employed on the coast of Italy, and assisting in the defence of Gaeta; on which service several of his crew were killed and wounded in different actions with the enemy. From that ship he removed into the Zealous, 74, off Cadiz, the command of which he retained till June, 1807, when ill health obliged him to return to England. On his arrival he found himself appointed Lieutenant-Governor of the Royal Naval College, and he continued to preside over that establishment till the general promotion of Aug. 12, 1819, on which occasion he was advanced to the rank of Rear-Admiral. The following day he had the honor of dining with his present Majesty, on board the royal yacht at Spithead.

Our officer married, in 1802, a daughter of the late Sir John Carter, Knt., of Porstmouth, and sister of the present M. P. for that borough. By that lady he has had eight children, seven of whom are now living; the eldest died at Wickham, Jan. 28, 1820, aged 16 years.

Residence.—Wallington, Fareham, Hants.

JOHN WEST, Esq.

Rear-Admiral of the White.

This officer was a Lieutenant of the Royal George, bearing the flag of the late Lord Bridport, in Earl Howe's action, June 1, 1794*; and afterwards commanded the Diligence

* See note at p. 75, *et seq.*

sloop of war in the West Indies, where he was made post into la Tourterelle, of 30 guns, by commission dated Nov. 15, 1796. Towards the conclusion of the war, he was appointed to the Utrecht, of 68 guns.

Early in 1807, Captain West obtained the command of the Excellent, a third rate; and in the following year displayed great skill and gallantry on the coast of Catalonia, where he was employed in co-operation with the Spanish patriots.

On the evening of the 6th November, the French troops were observed in motion between Figueras and Castillern; and on the following morning, they had complete possession of the heights encompassing the bay of Rosas. On the same day at noon, a small body of the enemy entered the town, which in an instant was cleared of its inhabitants, who either fled to their boats or the citadel for protection; but a well-directed fire from the Excellent, and Meteor bomb, both within point-blank shot of the town, obliged the enemy precipitately to retire.

On the first appearance of the French, the governor of the citadel made application to Captain West for assistance, and his garrison was immediately reinforced with the marines of the Excellent, (with the exception of an officer and 25 men, who had been previously despatched to Fort Trinité) and a party of seamen. On the 7th, the enemy took possession of several houses and ruins in the rear of the town as an advanced post, from which he was repeatedly dislodged by the shot and shells from the citadel and the ships in the bay. On the 8th, at noon, observing a body of miquelets hard pressed, Captain West was induced to make a sortie with the seamen and marines, for the purpose of rescuing them. In this spirited affair, several men were wounded, and Captain West's horse was shot under him.

The Spaniards were very sensible and grateful for the support afforded to them by the English, both on shore and by the fire from the ships, which compelled the enemy to proceed by rules of art against a place that with their great force they had hoped to take by a *coup-de-main;* and thereby gave ample time for the Spanish government to reinforce the garrison, and replenish the stores, &c. of that important post.

The Excellent having been relieved on the service at Rosas

by the Fame, Captain West proceeded off Toulon, where he joined the fleet under the orders of Lord Collingwood, by whom he was subsequently sent to the Adriatic; on which station he continued for some time, and gave great annoyance to the enemy's trade *. During the remainder of the war he commanded the Sultan, of 74 guns, principally employed off Toulon. His promotion to the rank of Rear-Admiral took place Aug. 12, 1819.

Residence.—Braywick Lodge, near Maidenhead, Berks.

STEPHEN POYNTZ, Esq.

Rear-Admiral of the White.

This officer is descended from the late Stephen Poyntz, of Midgeham House, co. Berks, Esq., whose daughter married John, first Earl Spencer, father of the present peer. He was a Lieutenant in 1791; afterwards commanded the Childers sloop; and obtained post rank in the Camilla, of 24 guns, Dec. 5, 1796. His next appointment was to the Solebay frigate, stationed in the West Indies, where he captured l'Egyptienne, of 18 guns, pierced for 44; le Gœlan, of 16; la Sarier brig, of 12; and le Vengeur schooner, of 10 guns. These vessels were deeply laden with naval and military stores, from Rochefort, bound to St. Domingo. He also took several of the enemy's privateers and merchantmen, the latter with valuable cargoes.

The Solebay returned to England in the autumn of 1800, and Captain Poyntz was soon after removed into the Beaulieu, of 40 guns, and employed on the coast of France during the remainder of the war. His next appointment was to the Melampus, another frigate, in which he captured two brigs, each carrying two long 24-pounders, one 18-pounder, and 50 men, mostly soldiers; and four luggers of one long 18-pounder and 25 men each, from Bourdeaux bound to Brest.

* The particulars of several important services performed by the boats of the Excellent, under the command of Lieutenant (now Captain) John Harper, form part of an interesting memoir of that gallant officer, which we have prepared for insertion in our next volume.

On the 13th July, 1805, he had the good fortune to intercept the Hydra, Spanish private ship of war, of 28 guns and 192 men, three of whom were killed and several wounded, before she surrendered. In the following year, he assisted at the capture, and was charged with the destruction of l'Impetueux, of 74 guns, off Cape Henry *.

Captain Poyntz subsequently commanded the Edgar, a third rate, in the Baltic. He was advanced to the rank of Rear-Admiral, Aug. 12, 1819.

Our officer married, Oct. 8, 1802, Miss F. Brall, of Hambleton, Hants.

RIGHT HON. JOHN LORD COLVILLE,

Rear-Admiral of the White; Commander-in-Chief on the Irish station; and one of the Sixteen Representative Peers of Scotland.

THE family of Colville, in North Britain, sprang from that of the Colvilles in England, who accompanied William the Conqueror from Normandy. The subject of this sketch is the eldest son of the late peer, and brother of the Hon. Sir Charles Colville, a Lieutenant-General in the army, who commanded at the capture of Cambray, June 24, 1815. He was born in the year 1765; entered the naval service at an early age; was a Lieutenant at the commencement of the war with the French republic; and commanded the Star sloop, in 1795, and until his promotion to the rank of Post-Captain, Dec. 6, 1796. We subsequently find him in the Ambuscade frigate, on the Jamaica station, from whence he returned to England on the 19th Jan. 1802. During the remainder of the short-lived peace, he was employed in the Channel for the suppression of smuggling.

Soon after the re-commencement of hostilities against France, Captain Colville was nominated to the command of the Sea Fencibles on the coast of Cumberland. His next appointment was, in the autumn of 1804, to the Romney, of 50 guns, in which ship he had the misfortune to be wrecked near the Texel, on the 22d Nov. following.

Previous to his departure from Holland, on being ex-

* See p. 400.

changed for the commandant of the Dutch marine forces captured at Surinam, Captain Colville, in consideration of the kind treatment he had received, addressed the following letter to Admiral Kihkert, the Commander-in-Chief at the Texel:

"Sir,—Before I quit this place, so different from the usual state of captivity and hardships we had to expect, I beg leave, as well on my own part as on that of my officers, who belonged to His B. Majesty's ship the Romney, to return you our most sincere thanks, and to assure you, that the very humane attention which we unfortunate men experienced from you, shall never be effaced from our memories.

"We request you to assure Captain Verderoon, and the other captains and officers of the ships under your orders, that we are sensible of the great friendship which has been shown to us. I will not intrude upon your occupations by a long letter; the remembrance of having shown every service of humanity and friendship to the unfortunate, is sufficient for Admiral Kihkert; yet we should have proved deficient in the respect that is due to him, if we had not, before our departure, assured him of our warmest gratitude.

"Permit me, Admiral, to give you the assurance of my highest consideration and respect, with which I, personally, have the honor to be, Sir,

"Your most obedient humble Servant,

"JOHN COLVILLE."

On the 31st Dec. 1804, Captain Colville was tried by a court-martial, assembled on board the Africaine, at Sheerness, for the loss of the Romney. After a full investigation of all the circumstances relative thereto, it appeared to the court, that the loss of the ship was occasioned by the thickness of the fog, and the ignorance of the pilots in regard to the tides, &c. they having undertaken a charge, to which it appeared they were wholly incompetent. The sentence of the court was, that the pilots be mulcted of all their pay for the Romney, and rendered incapable of taking charge of any of his Majesty's ships and vessels of war in future, and to be imprisoned in the Marshalsea, one for the space of six, and the other for twelve calendar months. Captain Colville, his officers, and crew, were honorably acquitted of all blame, it appearing to the court, that the utmost exertions were used by them to save the ship after she had struck, and to prevent the ship's company from becoming prisoners to the enemy; and the court expressed, by the president, the high satisfaction which they felt at their conduct, under the very trying circumstances attendant upon that unfortunate occasion.

In the following year, Captain Colville was appointed to the Sea Fencible service at Margate; and about the spring of 1807, he obtained the command of l'Hercule, a 74 gun-ship, in which he was employed during that and the succeeding year on the coast of Portugal. He afterwards commanded the Queen, another third rate, on the North Sea station, and in the West Indies.

Our officer succeeded to his present title on the demise of his father, March 8, 1811. He was advanced to the rank of Rear-Admiral, Aug. 12, 1819; and on the 10th Nov. 1821, hoisted his flag in the Semiramis frigate, as Commander-in-Chief on the Irish station. At the general elections in 1818 and 1820, he was chosen a representative peer for Scotland.

Lord Colville married, in Oct. 1790, Elizabeth, youngest daughter of the late Francis Ford, of the Lears, Barbadoes, Esq. a Member of Council in that island, sister of the late Sir Francis Ford, and aunt of the present Baronet of that name.

JOHN COCHET, Esq.

Rear-Admiral of the White.

This officer was born at Rochester, in Kent, Aug. 3, 1760; and entered the naval service, Dec. 22, 1775, under the auspices of Captain Philemon Pownall, with whom he served as a Midshipman, in the Blonde and Apollo frigates. On the 15th June, 1780, the latter vessel, being on a cruise in the North Sea, fell in with, and after a sharp conflict compelled the French ship Stanislaus, of 26 guns, to seek shelter under the batteries at Ostend. The Apollo, on this occasion, had 6 men killed and 20 wounded. Among the former was her commander, who fell about an hour after the commencement of the action *.

Towards the latter end of the same year, Mr. Cochet was appointed to act as Lieutenant in the Lizard; but being soon after superseded he joined the Amphion, another small frigate commanded by Captain Bazely †, and proceeded in her to

* See note §, at p. 210. *et seq.*

† Captain Bazely succeeded Captain Pownall in the command of the Apollo, and on that ship being put out of commission was appointed to the Amphion. Soon after his arrival on the American station, he was en-

North America, where he continued until the close of the war with the colonies, and then returned to England with Captain Griffiths, in the Charlestown of 28 guns.

During the ensuing three years we find Mr. Cochet on board the Powerful, a third rate, stationed at Plymouth. In June, 1786 he was removed into the Southampton frigate, Captain Douglas, in which he served as Master's Mate, until promoted to the rank of Lieutenant, Aug. 26, 1789, eight days after the naval review off Plymouth, on which occasion their late Majesties and family were embarked in that ship *.

In March, 1790, our officer obtained an appointment to the Zebra sloop of war, and he remained in that vessel until April 1792. Some time previous to the commencement of the war with revolutionary France, he became first Lieutenant of the Phaeton, a fine frigate, in which, under the command of his friend Sir A. S. Douglas, he was present at the capture of many of the enemy's vessels, and among others of the General Dumourier French privateer; her prize, the St. Jago, a Spanish galleon of immense value †; and la Prompte of 28 guns. In the spring of the ensuing year, he followed Sir Andrew into the Queen-Charlotte, bearing the flag of Earl

trusted with the command of a small squadron, and on the 10th Sept. 1781, in conjunction with General Arnold, completely destroyed the town of New London, together with several magazines full of stores, and all the vessels that were in the harbour. He afterwards attained the rank of Admiral of the Blue, and died at Dover, April 6, 1809.

* See note †, at p. 706.

† On the 14th April, 1793, a squadron, under the command of Rear-Admiral John Gell, consisting of the St. George a second rate, Captain Thomas Foley; Edgar, 74, Captain Albemarle Bertie; Egmont, 74, Captain Archibald Dickson; Ganges, 74, Captain Anth. James Pye Molloy; and Phaeton frigate, Captain Sir A. S. Douglas, in lat. 41° 43′ N. long. 25° W. gave chace to two sail in the N. W. The latter officer soon came up with the St. Jago, a large Spanish galleon under French colours, dropped a boat on board of her as he passed, leaving her to be taken possession of by the Ganges, and stood on in pursuit of the headmost, which he took two hours afterwards. She proved to be the General Dumourier, a French privateer coppered, mounting 22 six-pounders, with a complement of 196 men, having on board 680 cases, each containing 3000 dollars, besides some valuable packages to the amount of between two and three hundred thousand pounds sterling. The St. Jago was from Lima, bound to Spain, and had been eleven days in the enemy's possession.

Howe; and was one of the Lieutenants of that ship in the memorable battle of the 1st of June *. On the 27th May, 1795, he obtained the rank of Commander, and from that time remained on half-pay until Jan. 4, 1796, when he was appointed to the Ratler sloop of war, in which vessel, after cruising for some time off the French coast, he proceeded to the West Indies, where he was posted, by Sir Hyde Parker, into the Abergavenny, of 54 guns. His commission as Captain bears date Dec. 9, 1796.

Captain Cochet remained in the Abergavenny until June, 1798, and was then appointed to the Thunderer, 74. From that ship he removed into the Valiant, of the same force, and in the spring of 1799, escorted a large fleet of merchantmen to England. From this period we lose sight of him until May, 1805, when he was nominated principal agent for transports in the Mediterranean, on which service he continued to be actively employed till June 1810. During the latter part of the war with France, he commanded the Ardent, a 64-gun ship, at Bermuda, from whence he went to Halifax in April, 1814, and resided at that place about twelve months, as agent for prisoners of war and transports.

Our officer was advanced to the rank of Rear-Admiral, Aug. 12, 1819. He married, first, a lady of the name of Jefferys; and secondly, Mrs. S. Lydia Long, widow of Captain Long of the 89th regiment. By the former he has two daughters; by the latter no living issue.

Residence.—Bideford, co. Devon.

SIR ARCHIBALD COLLINGWOOD DICKSON,

Baronet; and Rear-Admiral of the White.

THIS officer is the eldest surviving son of the late Admiral William Dickson, by Jane, daughter of Alexander Collingwood, of Unthank, co. Northumberland, Esq., and nephew of Admiral Sir Archibald Dickson, the first Baronet, on whose demise in 1803, he succeeded to the title. He was born, June 30, 1772; received his first commission in 1791; and served as a Lieutenant of the Royal George, bearing the flag

* See p. 75. *et seq.*

of Sir Alexander Hood, (afterwards Lord Bridport,) in the memorable action of June 1, 1794 *. He subsequently commanded the Megæra fire-vessel, and was promoted to the rank of Post-Captain, Dec. 12, 1796.

In 1799, when his father succeeded the late Sir Richard Onslow as commander of a division of the North Sea fleet, Captain Dickson was appointed to his flag-ship, the Monarch, of 74 guns; from which he afterwards removed into the Veteran, 64, and in her assisted at the capture of the Dutch Rear-Admiral Storey and his squadron in the Texel †. He subsequently accompanied the armament sent to Elsineur to give weight to the remonstrances of Lord Whitworth, whom the British government had sent over to adjust the dispute that had arisen on the subject of searching neutrals supposed to be carrying supplies to the enemy. The Veteran also formed part of Sir Hyde Parker's fleet employed against the Northern Confederacy in the spring of 1801.

During the greater part of the late war, Sir Archibald commanded the Orion, 74; and on that ship being put out of commission, in the spring of 1813, he was appointed to the Akbar, of 50 guns, in which he served on the South American station until the conclusion of hostilities. His last appointment was in July, 1815, to the Rochfort, 80, the command of which he retained during a period of three years. He was advanced to the rank of Rear-Admiral Aug. 12, 1819. Lady Dickson is a daughter of the late Admiral John Bourmaster. His son, David John Dickson, is a Lieutenant, R. N.

ROBERT WINTHROP, Esq.

Rear-Admiral of the White.

This officer was a Lieutenant in 1790; and commanded the Albicore sloop at the reduction of St. Lucia, in the spring of 1796, by the forces under the orders of Sir Hugh C. Christian and Sir Ralph Abercromby ‡. About the same time he captured l'Athenienne French corvette, of 14 guns, near Barbadoes. He was afterwards appointed to the Undaunted frigate, and in that ship had the misfortune to be wrecked on

* See p. 75, *et seq.* † See p. 414, *et seq.* ‡ See p. 134.

the Morant Keys, during a heavy gale of wind, Aug. 27, 1796. His post commission bears date Dec. 16th, in the same year.

Captain Winthrop's next appointment was to the Circe, of 28 guns, stationed in the North Sea; and in the month of May, 1798, we find him serving in the expedition sent against Ostend, an account of which has been already given in our memoir of Rear-Admiral Raper *. Major-General Coote, who commanded the army employed on that occasion, in his despatches, spoke most highly of "the indefatigable exertions and good conduct of Captain Winthrop, who superintended the landing of the troops, and assisted in getting up the artillery, and other materials; and for some time commanded a detachment of seamen on shore."

In the summer of 1799, our officer was entrusted with the command of a small squadron, employed on the coast of Holland; the boats of which, in the night of the 27th June, very gallantly cut out twelve sail of merchantmen from the Wadde, without having a man hurt; notwithstanding they were much annoyed by the fire from the enemy's batteries and gun-boats. On the 10th July, the boats, with equal resolution and bravery, cut out three more valuable vessels from the same river, and burnt another laden with ordnance stores.

In the following month the Circe assisted at the capture of the Helder, on which occasion all the Dutch ships lying in the Nieuve Diep, together with the naval magazine at the Nieuve Werk, containing a large quantity of stores, were taken possession of by Captain Winthrop. This event led to the surrender of the enemy's fleet in the Texel †. On the 8th Oct. in the same year, our officer being in the river Ems, proceeded to reconnoitre the port of Delfzel, where he discovered a sloop of war and a schooner lying within musket shot of the batteries, and conceiving it practicable to carry them by a *coup-de-main*, he gave the necessary orders for that purpose. Delfzel being distant 20 miles from the Circe, the boats proceeded with the first of the tide, and arrived there just as the moon went down, at which time Captain Winthrop ordered the attack to be made by Lieutenant Maughan upon the ship, and Lieutenant Pawle upon the

* See note at p. 713, *et seq.* † See p. 414, *et seq.*

schooner, who boarded and carried them in a most gallant manner, and without any loss, notwithstanding the enemy's guns were primed, and the matches lighted. The prizes proved to be the Lynx, of 12 guns and 75 men; and the Perseus, of 8 guns and 40 men. Lieutenant Matthew Buckle, of the Hawke cutter, very handsomely volunteered his services with Captain Winthrop on this occasion.

We next find the subject of this memoir commanding the Stag frigate, in the expedition against Ferrol, under the orders of Sir John Borlase Warren, in the autumn of 1800 *. On the 6th Sept., the Stag parted her cables in Vigo Bay; and the wind blowing furiously at the time, laid her on her beam-ends, and prevented her from wearing clear of the other ships. Captain Winthrop then made sail upon her, and endeavoured to weather Point Subudo; but the gale increasing almost to a hurricane, she was driven on shore, and in a very few minutes a rock broke through her bottom, when she filled almost immediately. After saving all the officers and ship's company, and some of the stores, she was set fire to, in pursuance of orders from the Rear-Admiral.

On the renewal of hostilities after the peace of Amiens, Captain Winthrop obtained the command of the Ardent, a 64-gun ship, stationed on the coast of Spain, where he drove on shore la Bayonnaise French frigate, of 32 guns and 200 men, from the Havannah bound to Ferrol. The crew, to prevent her being taken possession of, set her on fire, by which she was totally destroyed. The Ardent was subsequently employed off Boulogne, under the orders of Lord Keith.

From this ship, Captain Winthrop was removed into the Sybille frigate, about the month of July 1805; and on the 3d May, 1807, he captured l'Oiseau French letter of marque. In the ensuing summer, he was appointed to the command of the Dover district of Sea Fencibles. His promotion to the rank of Rear-Admiral took place Aug. 12, 1819. He married, Dec. 23, 1804, Miss Farbrace, of Dover.

* See note at p. 220.

REAR-ADMIRALS OF THE BLUE.

HENRY DIGBY, Esq.

Senior Rear-Admiral of the Blue; and a Companion of the most honorable Military Order of the Bath.

This officer is the eldest son of the late Hon. and Rev. William Digby, Dean of Durham, Vicar of Coles Hill, a Chaplain in Ordinary to the King, and Canon of Christ Church, by Charlotte, daughter of Joseph Cox, Esq., and niece of the late Sir Charles Sheffield, Bart. *

He went to sea at an early age with the late Admiral Innes; served for some time as a Midshipman on board the Europa, of 50 guns, in the West Indies; was made a Lieutenant in 1790; commanded the Incendiary sloop in 1796, and subsequently the Aurora, a small frigate, on the Lisbon station, where he cruised with very great activity; and in addition to forty-eight sail of the enemy's merchantmen taken, sunk, or destroyed by him, captured the following national vessels and privateers: la Velos Arragonesa Spanish frigate, pierced for 30 guns, with a complement of 100 men; the Egalité French corvette, of 20 guns and 200 men; a privateer of the same force; and seven others carrying in the whole 71 guns and upwards 400 men. His post commission bears date Dec. 19, 1796.

In the autumn of 1798, Captain Digby was appointed to the Leviathan, a third rate, bearing the broad pendant of Commodore Duckworth, with whom he served at the reduction of Minorca, which was effected by a squadron consisting of two 74's, one 44, and seven smaller vessels, in conjunction with a body of troops commanded by the Hon. Charles Stuart. The Spanish garrison was between 3000 and 4000 strong, and had the means of making a stout resistance; notwithstanding which the British obtained possession of the

* The Dean was a brother of Henry, first Earl Digby, and uncle to the present peer.

island without the loss of a man. A great quantity of ordnance and military stores were taken in the forts. At Port Mahon were found an abundance of naval stores, a brig of war on the stocks, 14 gun-boats, and several merchant-vessels.

Our officer's next appointment was, early in 1799, to the Alcmene frigate, in which he cruised between the coast of Portugal and the Azores, and made many captures; among others the Courageux French privateer, of 28 guns, pierced for 32, and 270 men; la Felicidad, a Spanish ship pierced for 22 guns, laden with hemp, a few lower masts, and ship timber; El Bisarro brig, with ship timber and iron; les Deux Amis, French letter of marque, of 6 guns and 60 men; and le Depit, privateer, of 8 guns and 45 men.

On the 18th Oct., 1799, the Alcmene, in company with the Naiad and Triton frigates, had the good fortune to intercept the Santa Brigida, of 36 guns and 300 men, from Vera Cruz bound to Spain, having on board 1,400,000 dollars, independent of a cargo of immense value. On the preceding day, the Ethalion, belonging to the same squadron, having parted company in chace, took the Thetis, a ship of similar force, and with a cargo of equal estimation*. In the running fight kept up by the Santa Brigida, the Alcmene had 1 man killed and 9 wounded.

Captain Digby continued to be employed on the Lisbon and Mediterranean stations until the spring of 1801, when he was removed into the Resistance, a frigate of the largest class, and ordered to North America. On his passage out, he captured the Elizabeth, a French letter of marque from Cayenne bound to Bourdeaux, the last vessel taken during that war. He returned to England Nov. 30, in the same year; and during the remainder of the winter was employed in the Channel, cruising against the smugglers.

We next find Captain Digby commanding the Africa, of 64 guns, in which ship he bore a conspicuous part at the defeat of the combined fleets of France and Spain on the ever memorable 21st of October. For his conduct in that glorious battle, on which occasion 18 of his crew were slain and 44 wounded, he was honored with a gold medal, and, in common with his brother officers, received the thanks of both Houses

* See p. 684.

of Parliament. His advancement to the rank of Rear-Admiral took place Aug. 12, 1819; previous to which he had been nominated a Companion of the most honorable Military Order of the Bath.

Our officer married, March 17, 1806, Jane Elizabeth, relict of Charles Viscount Andover (son of the Earl of Suffolk and Berkshire) and daughter of Thomas William Coke, Esq., M. P. for Norfolk, who in respect to landed property, is one of the most powerful commoners in Great Britain. The Rear-Admiral's family consists of two sons and one daughter.

Town-residence.—78, Harley Street.

CHARLES EKINS, Esq.

Rear-Admiral of the Blue; a Companion of the most honorable Military Order of the Bath; and a Knight of the Order of Wilhelm of the Netherlands.

This officer entered the naval service as a Midshipman on board the Berwick, of 74 guns, commanded by the Honorable Keith Stewart, and was present in the battle between Sir Hyde Parker and Admiral Zoutman, off the Dogger Bank, in 1781 *, on which occasion the Berwick had 18 men killed and 58 wounded. He afterwards removed into the Cambridge, 84; which ship formed part of the armament under Lord Howe at the relief of Gibraltar; and in the partial action with the combined fleets of France and Spain, Oct. 20, 1782, had 4 men slain and 6 wounded: among the latter was Mr. Ekins, at that time acting as aid-de-camp to Captain Stewart. He subsequently served on board the Marquis de Seignally sloop of war, and Pearl frigate; and was made a Lieutenant into the Lion, of 64 guns, in 1790.

From this period Mr. Ekins was appointed successively to the Flirt brig, Alarm frigate, and Boyne, of 98 guns. The latter, bearing the flag of Sir John Jervis, he joined in the West Indies; and he was junior Lieutenant of her at the time she was unfortunately destroyed by fire at Spithead †.

In the summer of 1795, we find him commanding the Fer-

* See note §, at p. 175, *et seq.*

† See Retired Captain Hon. Sir George Grey, in our next volume.

ret sloop of war, on the North Sea station, where he captured l'Eléonore French privateer. He afterwards went to the Cape of Good Hope, and was appointed by Sir George K. Elphinstone (now Lord Keith) to the America, 64; but that ship having sailed for England during his absence in India, he returned home in the Havick, of 18 guns, one of the Dutch prizes taken in Saldanha Bay. His post commission bears date Dec. 22, 1796.

Soon after this latter promotion, Captain Ekins obtained the command of the Amphitrite frigate, and was sent with a convoy, under the orders of Captain Bagot of the Trent, to the Leeward Islands; on which station he captured a great number of the enemy's vessels, and among the rest seven privateers, carrying in the whole 62 guns and 466 men. He also assisted at the taking of the Dutch colony at Surinam, by the naval and military forces under Lord Hugh Seymour and Lieutenant-General Trigge, on which occasion the Amphitrite bore the Admiral's flag. She afterwards, in company with the Unité frigate, commanded by the present Sir John P. Beresford, surprised, and after a little firing, captured the Devil's Islands, on the coast of Cayenne. This service was performed with very little loss, only a man or two being killed in landing and storming the place, which was completely cleared, and every thing contained therein either brought off or destroyed.

In March 1801, the Amphitrite accompanied Sir John T. Duckworth on an expedition against the Virgin and other islands, of which it had been determined to take possession, in consequence of the hostile measures adopted against Great Britain by Denmark, Sweden, and Russia; but unfortunately Captain Ekins, being sick, was obliged to remain at Barbadoes. However, a reinforcement arriving from England, escorted by the Coromandel and Proselyte, he took a passage on board the latter, and joined the Commander-in-Chief in time to be entrusted with the superintendance of the debarkation on the island of St. Martin, and to assist in the subsequent operations *. His exertions on this occasion having brought on another violent attack of the yellow fever, by which he had previously been much reduced, Rear Admiral Duckworth was induced to send him home with his des-

* See Rear-Admiral THOMAS HARVEY.

patches, and he accordingly returned to England in the Fanny armed brig, about the 10th May following.

From this period we lose sight of Captain Ekins until the spring of 1804, when he was appointed to the Beaulieu, of 40 guns, in which fine frigate he was actively employed till the latter end of 1806. He then joined the Defence, a third-rate; and in the following year sailed with Admiral Gambier on the expedition against Copenhagen; but he was prevented from being present at the surrender of that capital and the Danish navy, in consequence of his having been detached with the Comus, of 32 guns, under his orders, in pursuit of the Fredericksvarn frigate, which had escaped from Elsineur soon after the arrival of the British armament in that neighbourhood, and was taken after an arduous chase in light winds, and a short action with the Comus *.

We next find Captain Ekins employed off Lisbon, under the orders of Sir Charles Cotton, by whom he was sent to St. Ubes, for the purpose of circulating manifestos among the Portuguese, and endeavouring to open a communication with the Russian Admiral Siniavin, who was at that time blockaded in the Tagus. While on that service, he received information of the Rochefort squadron being at sea; and supposing its destination to be the West Indies, he lost no time in proceeding thither. On his arrival off Martinique, he formed a junction with Sir Alexander Cochrane; as did Sir John T. Duckworth with his squadron, on the following morning. It being afterwards ascertained that the enemy had altered their course, and gone to the Mediterranean, Captain Ekins was sent home with two hundred sail of merchant vessels under his protection, the whole of which he conducted in safety to England.

The Defence afterwards formed part of the fleet employed in the Baltic, under the orders of Sir James Saumarez; and in 1809, was detached, in company with the Bellerophon, to the Gulf of Finland, where Captain Ekins took possession of several islands, and completely cut off all supplies sent by the Russians for the use of their army in Sweden.

Our officer's next appointment appears to have been, Sept. 7, 1815, to the Superb, of 78 guns, in which ship he greatly

* See Captain GEORGE EDWARD WATTS, in our next volume.

distinguished himself at the memorable attack upon Algiers, in the autumn of 1816 *. The Superb on that glorious occasion had 92 men killed and wounded; among the latter was her commander, who for his gallantry has since been rewarded with the insignia of a C. B. and K. W. N. of the third class. The latter entitles its possessor to the appellation of Chevalier in the kingdom of the Netherlands. His advancement to the rank of Rear-Admiral took place Aug. 12, 1819. Previous to that event he had occasionally hoisted a broad pendant as senior officer at Plymouth during the absence of Viscount Exmouth, the naval Commander-in-Chief on that station †.

We understand that Rear-Admiral Ekins has been for a very considerable time employed upon a *Tactical Consideration of our principal Sea-fights between* 1744 *and* 1807, *to which it is his intention to add, Remarks upon the celebrated Essay of Clerk of Eldin.* Such a work, coming from an officer whose abilities are so well known and highly appreciated, will no doubt meet with a favorable reception from the public in general, and the naval profession in particular.

Residence.—Stonehouse, near Plymouth, Devon.

BENJAMIN WILLIAM PAGE, Esq.

Rear-Admiral of the Blue.

This officer was born at Ipswich, co. Suffolk, in 1765; entered the naval service under the protection of Sir Edward Hughes (an intimate friend of his father), as a Midshipman,

* See p. 225, *et seq.*

† Soon after the Superb's return to England from the Algerine expedition, the junior officers of that ship presented Captain Ekins with a handsome gold snuff-box, suitably inscribed, as a mark of their esteem and respect for his conduct on the day of the battle. In return for the compliment, Captain Ekins addressed to them a very handsome letter, in which he states, that if his conduct on the 27th Aug. 1816, met with their approval, he could ascribe it only to a firm reliance on the Almighty will, and perfect confidence in the steadiness, bravery, and perseverance of those he commanded, of whom the junior officers of the Superb, as they bore a large and very conspicuous part in all the dangers and fatigues of that day, may ever claim his sincere and grateful acknowledgments.

on board the Superb, of 74 guns, Nov. 20, 1778; accompanied that distinguished commander to the East Indies; bore a part in all his battles with the celebrated M. de Suffrein *, in one of which he received a very severe wound; and after serving for some time as acting Lieutenant of the Exeter, 64, returned with him to England in 1783.

Mr. Page's commission was confirmed by Lord Howe, Nov. 20, 1784, and he soon after went to Jamaica in the Astrea frigate, commanded by Captain Peter Rainier. On his return from thence, he was sent to the East Indies on promotion; notwithstanding which, he appears to have come home a Lieutenant, in the Crown, 64. His next appointment was, at the commencement of 1793, to the Suffolk, 74, and in that ship he again visited India with his friend, Commodore Rainier, by whom he was advanced to the rank of Commander, in the Hobart sloop of war, about Sept. 1795; and on the death of Captain Newcome, in Feb. 1797, posted into the Orpheus frigate; but as Earl Spencer had previously made him a Post Captain †, he was under the necessity of returning home at an earlier period than he otherwise would have done. During his continuance on the East India station, the merchants of Bombay presented him with 500 guineas, for the attention he had paid to a fleet he had convoyed from China.

In 1800, Captain Page was appointed to the Inflexible, a 64 gun ship, armed *en flute*, in which he made two trips to the Mediterranean with troops, and was present at the debarkation of the army under Sir Ralph Abercromby, in Aboukir Bay ‡. Previous to his return to England, in 1802, he was presented with the Turkish gold medal, for his services during the operations against the French in Egypt §.

On the renewal of hostilities, our officer was sent in the Caroline, of 36 guns (to which frigate he had been appointed in the preceding year), with secret orders, to the East Indies. On his passage he captured several French vessels, and detained others belonging to the Batavian republic. Among his prizes was the Dutch brig of war de Haasje, of 6 guns,

* See note †, at p. 421, *et seq.*

† His commission as Post-Captain bears date Dec. 22, 1796.

‡ See note †, at p. 259. § See note at p. 129, *et seq.*

pierced for 18, bound to India with despatches from Buonaparte. Captain Page, by sending this vessel to St. Helena, caused the detention of some Dutch ships lying there, and prevented those belonging to English merchants from sailing without convoy.

Early in 1804, the Caroline, after escorting the homeward-bound trade through the Bay of Bengal, had the good fortune to intercept les Freres Unis, of 16 guns and 185 men, and le General de Caen, of 26 guns and 240 men. The capture of those vessels immediately on their arrival from France, and before they had been able to commit any depredations on our commerce, was considered of so much importance, that the merchants of Bombay and Madras *each* voted Captain Page 500 guineas, for the service he had thus afforded them.

We next find Captain Page entrusted with the command of a squadron sent to protect the trade to and from China. On his return to India with the homeward-bound ships, he was selected by Admiral Rainier to command the Trident, of 64 guns, bearing the flag of that officer, with whom he came to England in Sept. 1805. On the safe arrival of the convoy in the Downs, the Court of Directors voted him 500 guineas, for his continued attention to their interests.

Captain Page, whose health had been greatly impaired through long and active services on foreign stations, was now induced to accept the command of a district of Sea Fencibles, which he retained till the breaking up of that corps. His last appointment was, in 1812, to the Puissant, a guard-ship, stationed at Spithead, where he continued until Oct. 1815, at which period she was put out of commission. He became a Rear-Admiral Aug. 12, 1819.

Residence.—Ipswich.

HON. PHILIP WODEHOUSE,

Rear-Admiral of the Blue.

THE family of *Wodehouse* is of great antiquity, one of them having received knighthood in the time of Henry I.; from whom descended *John Wodehouse*, who attended Henry V. in 1415, to the battle of Agincourt, and for his valour,

was rewarded by the king with a pension; and among other honors, as a perpetual mark of distinction, had assigned him the crest now borne by the family, as well as the arms and supporters. His descendants have intermarried with some of the first families in the kingdom.

The subject of this sketch is the second son of Lord Wodehouse, by Sophia, only child of Charles Berkeley, of Bruton Abbey, co. Somerset, Esq. brother of the last Lord Berkeley, of Stratton, and was born in the year 1773. He entered the naval service at an early age; obtained the rank of Lieutenant in 1794; served as such on the Mediterranean station under Sir John Jervis; was promoted to the command of the Albicore sloop early in 1796; and subsequently commanded the Peterell, a vessel of the same class, and the Aurora of 28 guns. His post commission bears date Dec. 23, 1796.

In 1797, we find Captain Wodehouse in la Mignonne frigate, one of the prizes taken at Toulon, and afterwards burnt at Porto Ferrajo, being found unserviceable. His next appointment was to the Volage, of 24 guns, which ship he quitted at the Leeward Islands, in 1799. He afterwards commanded in succession the Brilliant, Iris, and Resistance frigates.

In the spring of 1804, our officer was appointed to superintend the Harwich district of Sea Fencibles, on which service he continued until the month of August in the following year, when he obtained the command of the Intrepid, a 64-gun ship; and from that vessel removed, towards the close of the year 1807, into the Cumberland, a new 74.

In Oct. 1809, the Cumberland formed part of Lord Collingwood's fleet in the Mediterranean, and assisted at the destruction of two French line-of-battle ships near Frontignan *; and the capture of a fleet of transports in Rosas Bay †. She was subsequently stationed at Sicily for the protection of that island.

About the autumn of 1811, Captain Wodehouse was appointed Resident Commissioner at Halifax, where he remained until advanced to the rank of Rear-Admiral, Aug. 12, 1819. He married, in 1814, the second daughter of Governor Cameron, of New Providence.

* See p. 282. † See p. 483.

THOMAS ALEXANDER, Esq.,

Rear-Admiral of the Blue.

This officer was a Lieutenant in 1790; commanded the Hope sloop of war at the capture of a Dutch squadron in Saldanha Bay in 1796*; and subsequently the Carysfort frigate in the East Indies, where he captured l'Alerte French corvette, of 16 guns. His post commission bears date Dec. 27, 1796. He was afterwards appointed in succession to the Sceptre, 64, Sphynx, a 20-gun ship, and Braave frigate.

On the 23d Aug. 1800, the Braave, in company with the Centurion, Dædalus, and Sybille, the whole under the orders of Captain H. L. Ball, entered Batavia Roads, captured five Dutch armed vessels, and destroyed two merchant ships, fourteen brigs, five sloops, and one ketch. Some time previous to this affair, Captain Alexander had intercepted la Surprise French vessel of war, bound to Europe with two Ambassadors from Tippoo Sultaun, whose treachery, while he was expressing a desire to receive an ambassador from Lord Mornington, the Governor-General, was fully established by the papers taken at Seringapatam.

Captain Alexander being obliged to resign the command of the Braave on account of ill health, came home a passenger in l'Imperieuse frigate, and arrived in England June 12, 1802. His next appointment appears to have been to the Renown, of 74 guns, which ship he left in the summer of 1808; and soon after joined the Colossus, of the same force, the command of which he retained until the peace. On the 19th Aug. 1815, he was appointed to the Vengeur, stationed as a guard-ship at Portsmouth; and on the 12th Aug. 1819, advanced to his present rank.

* See p. 51.

ANDREW SMITH, Esq.

Rear-Admiral of the Blue.

This officer is descended from a very respectable family in North Britain; was born in Edinburgh March 20, 1763, and commenced his naval career in June 1779, on board the Princess of Wales, a hired armed ship. He afterwards served for a short time in the Santa Margaritta frigate, and in June 1780, joined the Victory, of 100 guns, bearing the flag of Admiral Geary, Commander-in-Chief of the Channel fleet. On the 3d of the following month he was present at the capture of twelve sail of French merchantmen, from Port-au-Prince, St. Domingo, whose cargoes were valued at 91,000*l.* sterling.

In Feb. 1781, Mr. Smith was removed into the Fortitude, 74, commanded by the late Sir Richard Bickerton, and forming part of the armament sent under Vice-Admiral Darby to the relief of Gibraltar, in the spring of that year *. On her return to Spithead, the Fortitude received the flag of Sir Hyde Parker, who had recently been appointed to the command of a squadron destined to escort seven hundred sail of merchant vessels from Leith to the Baltic. Returning from that service, Sir Hyde fell in with the Dutch Admiral Zoutman off the Dogger Bank, and a bloody battle ensued, during which the Fortitude had 20 men killed and 67 wounded †. During the remainder of the war she was employed in a variety of services, and among others assisted at the capture of a French convoy by the fleet under Vice-Admiral Barrington ‡; at the relief of Gibraltar by Lord Howe §; and was engaged in the partial action with the combined fleets of France and Spain, off Cape Spartel, Oct. 20, 1782, on which occasion she had 2 men killed and 9 wounded.

The Fortitude was paid off at Plymouth in April 1783, and Mr. Smith soon after joined the Ratler sloop, in which he went to the coast of Guinea, and from thence to the West

* See p. 4, and note ‡, at p. 33.
‡ See pp. 15, 501.
† See note §, at p. 175, *et seq.*
§ See p. 17.

Indies, where he was removed into the Adamant, of 50 guns, bearing the flag of Sir Richard Hughes, with whom he returned to England in 1786.

From this period, Mr. Smith does not appear to have been afloat till June 1789, when we again find him serving under the same officer in the Adamant, on the American station. From that ship he was promoted to the rank of Lieutenant in the Ratler, Aug. 10, 1790, and continued in her till she was put out of commission in June, 1792. His next appointment was to the Incendiary fire-vessel, in which he served from Feb. 1793 to Aug. 1794, and then became first Lieutenant of the Defence, 74, commanded by the present Lord Gambier, with whom he was appointed to the Prince George, a second rate, attached to the Channel fleet under Lord Bridport.

Immediately after the action off l'Orient, June 23, 1795 *, on which occasion the Prince George was commanded by Captain William Edge, our officer was advanced to the rank of Commander, and early in the following year appointed to the Calypso sloop of war. His post-commission bears date Jan. 6, 1797. We now lose sight of him till 1805, when he obtained an appointment to the Sea Fencibles at Lynn, whence he was removed to the Berwick district in Sept. 1807, and continued on the same service until the breaking up of that corps in 1810. During the ensuing three years he superintended the Impress service at Greenock; and from Nov. 1813 to Sept. 1815, commanded the Latona, bearing the flag of Sir W. Johnstone Hope, at Leith. His promotion to the rank he now holds took place July 19, 1821.

Rear-Admiral Smith married, April 20, 1795, Maria, only child of the late William Hulke, Esq., by whom he has two sons and two daughters.

Residence.—Hawthornlee, Berwickshire, N. B.

* See p. 246.

SIR EDWARD BERRY,

Baronet; Rear-Admiral of the Blue; and a Knight Commander of the most honorable Military Order of the Bath.

THIS officer is a son of the late Edward Berry, Esq., of London, by Elizabeth, daughter of the Rev. Thomas Foster, Rector of Holton, in Suffolk. He was born April 17, 1768, and went to sea at an early age, under the auspices of Lord Mulgrave. The first recorded circumstance of his life was the boarding of a French ship of war, for which action he was rewarded with a Lieutenant's commission. His subsequent conduct in the glorious battle of June 1, 1794, appears also to have obtained for him the approbation of his superiors.

Early in 1796, Mr. Berry was appointed by Sir John Jervis, under whom he had before served, to the Agamemnon, of 64 guns, commanded by Commodore Nelson, who was at that time employed in laying the foundation of his future fame; and to whose favorable notice he soon recommended himself, as may be inferred from the following passage, which we extract from a letter addressed by that officer to the Commander-in-Chief, May 30, 1796:

"Lieutenant Berry joined me in the Comet, and I have, as far as I have seen, every reason to be satisfied with him, both as a gentleman, and an officer. I had a few days ago a plan for taking the French brig of war out of Vado, and intrusted the execution of it to him: it miscarried from an unforeseen and improbable event, but I was much pleased by Mr. Berry's strict attention to my instructions."

Passing over occurrences of minor importance, we shall here introduce the contents of a paper written by Commodore Nelson, some time after the memorable battle off Cape St. Vincent; on which occasion the subject of this memoir, by his extraordinary activity in boarding two of the enemy's ships, acquired the honest eulogium of every officer in the fleet.

"*A few remarks relative to myself in the* CAPTAIN, *in which ship my pendant was flying on the most glorious Valentine's Day*, 1797.

"At one, P. M., the Captain having passed the sternmost of the enemy's ships, which formed their van and part of their centre, consisting of seven-

teen sail of the line; they on the larboard, we on the starboard tack; the Admiral made the signal to tack in succession, but perceiving all the Spanish ships to bear up before the wind, evidently with an intention of forming their line, going large, joined their separated divisions, at that time engaged with some of our centre ships, or flying from us,—to prevent either of their schemes from taking effect, I ordered the ship to be wore, and passing between the Diadem and Excellent, at a quarter past one o'clock, was engaged with the headmost, and of course leewardmost, of the Spanish division. The ships, which I knew, were the Santissima Trinidada, 126; San Josef, 112; Salvador del Mundo, 112; San Nicholas, 80; another first rate, and a 74, names unknown.

"I was immediately joined, and most nobly supported, by the Culloden, Captain Troubridge: the Spanish fleet, not wishing, I suppose, to have a decisive battle, hauled to the wind on the larboard tack, which brought the ships above-mentioned to be the leewardmost and sternmost ships in their fleet. For near an hour, I believe, (but do not pretend to be correct as to time,) did the Culloden, and Captain, support this apparently, but not really, unequal contest; when the Blenheim passing between us and the enemy, gave us a respite, and sickened the Dons.

"At this time the Salvador del Mundo, and Sanysidro, dropped astern, and were fired into, in a masterly style, by the Excellent, Captain Collingwood, who compelled the Sanysidro to hoist English colours; and I thought the large ship, Salvador del Mundo, had also struck: but Captain Collingwood, disdaining the parade of taking possession of a vanquished enemy, most gallantly pushed up, with every sail set, to save his old friend and messmate, who was to appearance in a critical state; the Blenheim being a-head, the Culloden crippled and a-stern. The Excellent ranged up within two feet of the San Nicholas, giving a most tremendous fire. The San Nicholas luffing up, the San Josef fell on board her; and the Excellent passing on for the Santa Trinidada, the Captain resumed her station abreast of them, and close alongside: at this time the Captain having lost her fore-top-mast, not a sail, shroud, nor rope left; her wheel shot away, and incapable of further service in the line, or in chace; I directed Captain Miller to put the helm a-starboard, and calling for the boarders, ordered them to board.

"The soldiers of the 69th, with an alacrity which will ever do them credit, and Lieutenant Pearson of the same regiment, were almost the foremost on this service:—the first man who jumped into the enemy's mizen chains, was Captain BERRY, late my first Lieutenant (Captain Miller was in the very act of going also, but I directed him to remain); he was supported from our sprit-sail yard, which hooked in the mizen rigging. A soldier of the 69th regiment having broke the upper quarter-gallery window, I jumped in myself, and was followed by others as fast as possible. I found the cabin doors fastened, and some Spanish officers fired their pistols: but having broke open the doors, the soldiers fired; and the Spanish Brigadier (Commodore with a distinguishing pendant) fell, as retreating to the quarter-deck. I pushed immediately onwards for the quarter-deck, where I found

Captain Berry in possession of the poop, and the Spanish ensign hauling down. I passed with my people, and Lieutenant Pearson, on the larboard gangway, to the forecastle, where I met two or three Spanish officers prisoners to my seamen—they delivered me their swords. A fire of pistols, or muskets, opening from the Admiral's stern-gallery, of the San Josef, I directed the soldiers to fire into her stern; and calling to Captain Miller, ordered him to send more men into the San Nicholas, and directed my people to board the first rate, which was done in an instant, Captain Berry assisting me into the main chains. At this moment a Spanish officer looked over the quarter-deck rail, and said they surrendered. From this most welcome intelligence, it was not long before I was on the quarter-deck, where the Spanish Captain, with a bow, presented me his sword, and said the Admiral was dying of his wounds. I asked him on his honour, if the ship was surrendered? he declared she was: on which I gave him my hand, and desired him to call on his officers and ship's company, and tell them of it; which he did:—*and on the quarter-deck of a Spanish first rate, extravagant as the story may seem, did I receive the swords of vanquished Spaniards; which, as I received, I gave to William Fearney, one of my bargemen;* who put them, with the greatest *sang froid*, under *his arm.* I was surrounded by Captain Berry, Lieutenant Pearson, of the 69th regiment, John Sykes, John Thomson, Francis Cooke, all *old Agamemnons*, and several other brave men, seamen and soldiers.——Thus fell these ships!

"*N. B.* In boarding the San Nicholas, I believe we lost about 7 killed and 10 wounded; and about 20 Spaniards lost their lives by a foolish resistance. None were lost, I believe, in boarding the San Josef.

(Signed) HORATIO NELSON.
RALPH WILLETT MILLER.
E. BERRY."

Captain Berry's post commission bears date March 6, 1797. In the course of the same year he appeared at Court with Sir Horatio Nelson; and it has been said that after the King had complimented the latter on account of his exploits, and condoled with him on his misfortune in losing a limb at the attack upon Santa Cruz, that hero introduced his companion to his Majesty, with the remark, "*that he had not experienced great loss, as this officer was his right hand!*" On the 19th Dec. following, Captain Berry commissioned the Vanguard, of 74 guns, fitting for the flag of his friend Nelson, with whom he soon after returned to the Mediterranean station.

The proceedings of the squadron detached from the fleet off Cadiz to watch the armament about to sail from Toulon, under General Buonaparte, and which ended in the total defeat of the enemy, on the glorious 1st Aug. 1798, have

been so amply related in our memoir of Sir James Saumarez *, that it would be wholly superfluous to notice them again at large; we shall therefore content ourselves with observing, that notwithstanding the excessive damage which the Vanguard received in the Gulf of Lyons, Rear-Admiral Nelson, to whom the charge of the squadron had been confided by Earl St. Vincent, determined not to remove his flag from that ship, which was soon refitted by the great exertions of Captain Berry while at anchor in the Sardinian harbour of St. Pietro, from whence she again sailed in tolerable order.

Soon after the termination of the tremendous conflict in Aboukir Bay, Captain Berry was sent to the Commander-in-Chief with the Rear-Admiral's despatches, from which we make the following extract: "*the support and assistance I have received from Captain Berry, cannot be sufficiently expressed. I was wounded in the head, and obliged to be carried off the deck, but the service suffered no loss by that event. Captain Berry was fully equal to the important service then going on, and to him I must beg leave to refer you for every information relative to this victory. He will present you with the flag of the second in command, that of the Commander-in-Chief being burnt in l'Orient.*"

On his passage down the Mediterranean in the Leander, of 50 guns, commanded by the present Sir T. B. Thompson, our officer had the misfortune to be taken prisoner by le Généreux, a French 74. He also received a severe wound in the desperate action which took place on that occasion †. The enemy, on taking possession of their prize, not only plundered the officers and crew of every thing they possessed, but afterwards by their cruelty and neglect exposed the sick and wounded to almost certain death. However Captains Thompson and Berry were permitted to return, on their parole of honor, to England, where they were received by their countrymen with great applause. Sir Horatio Nelson's duplicate despatches had in the mean time been brought home overland by the Hon. Captain Capel, and honors of every kind were decreed to the conquerors of the Nile. Captain Berry, after his exchange, was knighted by his Sovereign, received

* See note †, at p. 180, *et seq.* † See p. 395, *et seq.*

a gold medal in common with the other officers who had shared in the late triumph, and was presented with the freedom of the metropolis, in a gold box, value 100 guineas. He also received the thanks of the Court-Martial held to enquire into the circumstances attending the capture of the Leander, "for the gallant and active zeal he manifested, by giving his assistance in the combat."

In the autumn of 1799, Sir Edward Berry repaired once more to the Mediterranean, as Captain of Lord Nelson's flag-ship, the Foudroyant; and early in the following year had the satisfaction of assisting at the capture of his old opponent, le Généreux *, and of le Guillaume Tell, a French 80, the only remaining ship which had escaped from the battle in Aboukir Bay. A more heroic defence than that made by the latter vessel is not on record. Her colours were kept flying until she had become an ungovernable log, and sustained a loss of 200 men killed and wounded. During the action which took place on this occasion †, Sir Edward Berry, who displayed the same matchless intrepidity and able conduct that he had often done before in many trying situations, was hurt in the foot, but not so much as to induce him to quit the deck. The Foudroyant's total loss was 8 men killed and 61 wounded.

In the month of June following, Sir Edward conveyed the Queen of Naples, her family and attendants, from Palermo to Leghorn, from which place Lord Nelson proceeded across the continent on his way to England, and the Foudroyant to Minorca to refit. Previous to the landing of the above personages, her Sicilian Majesty presented Sir Edward with a gold box, set with diamonds, and a diamond ring.

Towards the latter end of the same year, our officer returned to England in the Princess Charlotte frigate; and during the remainder of the war, he commanded the Ruby, of 64 guns, stationed in the North Sea. His next appointment was in the summer of 1805, to the Agamemnon, another ship of the same class, in which, after having by the most masterly manœuvres, escaped from a French squadron, consisting of five sail of the line, two frigates, and a brig, he joined Lord Nelson's fleet, in time to participate in the glorious battle of

* See Superannuated Rear-Admiral SHULDHAM PEARD, in our next volume.

† See pp. 377, 643.

Trafalgar; but it does not appear that any opportunity was afforded him of particularly distinguishing himself on that occasion.

On the 6th Feb. 1806, we find Sir Edward in the same ship, assisting at the discomfiture of a French squadron at St. Domingo, by Sir John T. Duckworth *. For this service he was presented, by the Committee of the Patriotic Fund at Lloyd's, with a sword, value 100*l.* During his continuance in the West Indies, he also contributed to the capture of la Lutine French national brig, of 18 guns; and the Dame Ernouf privateer, of 17 guns and 115 men.

From the latter end of 1806, the period at which Sir Edward left the Agamemnon, we have no mention of him until the autumn of 1811, when he obtained the command of the Sceptre, a 74-gun ship, from which he was removed about the month of Sept., 1812, into the Barfleur, a second rate; and again sent to the Mediterranean.

In Dec., 1813, Sir Edward was appointed to the Royal Sovereign yacht; and in the summer of the following year, we find him in attendance on the allied monarchs, during their visit to the fleet, at Spithead. He subsequently commanded the Royal George, another yacht; and on the 2d Jan. 1815, was nominated a K. C. B. At the general promotion, Aug. 12, 1819, he obtained one of the vacant Colonelcies of Royal Marines; and on the 19th July, 1821, was advanced to the rank of Rear-Admiral of the Blue. His patent of Baronetage bears date Dec. 12, 1806.

Our officer married, Dec. 12, 1797, Louisa, daughter of the Rev. Samuel Forster, of Norwich, D. D.

Residence.—Catton, Norfolk.

WILLIAM PROWSE, Esq.

Rear-Admiral of the Blue; and a Companion of the most honorable Military Order of the Bath.

This officer was a Master's Mate on board the Albion, of 74 guns, commanded by Captain George Bowyer, in the action fought off Grenada, between Vice-Admiral Byron and

* See p. 261, *et seq.*

the Count d'Estaing, July 6, 1779; and in Rodney's battles with de Guichen, off Martinique, on the 17th April, and 15th and 19th May, 1780*. The Albion's loss in those several engagements, amounted to 27 men killed and 128 wounded; among the latter of whom was Mr. Prowse, who received a large splinter in the head. He served in that ship during a period of six years, and behaved so well on all occasions, as to draw from his commander the warmest commendations. In 1782, Rear-Admiral Digby appointed him to act as a Lieutenant in the Cyclops, a small frigate, on the North-American station; from which period we lose sight of him till the early part of the French revolutionary war, when he received an appointment to the Barfleur, of 98 guns, bearing the flag of Rear-Admiral Bowyer, in the Channel fleet.

During the memorable action of June 1, 1794, in which his patron had the misfortune to lose a leg †, Mr. Prowse was very severely wounded by a large shot, which, after disabling the gun he was then in the act of pointing, struck him on the thigh, and tore away a great portion of the flesh. Indeed, the injury he received was so great as to render it necessary for him to be sent on shore to an hospital; from whence, on his recovery, he joined the Theseus, of 74 guns, as first Lieutenant, and in that ship again visited the West Indies.

We next find our officer proceeding with Sir John Jervis, in the Lively frigate, to the Mediterranean station, where he obtained the rank of Commander in the Raven sloop of war, which vessel was one of the repeaters to the British fleet in the battle off Cape St. Vincent, Feb. 14, 1797. From her he was removed by Sir John into the Salvador del Murfdo, a Spanish 3-decker taken on that occasion; an appointment that appears to have met with the approbation of the Admiralty, his post commission being confirmed by the Board on the 6th of the following month.

In 1800, Captain Prowse was selected by Sir Robert Calder, with whom he had before served in the Theseus, to command his flag-ship, the Prince of Wales, a second-rate, and he accordingly accompanied that officer to the West Indies in quest of a French squadron, supposed to have gone thither

* See note †, at p. 103, *et seq.* † See note *, at p. 720.

from Brest, but which had altered its course and entered the Mediterranean. He returned to England June 22, 1802, and in the month of August following, was appointed to the Sirius frigate, in which, on the renewal of hostilities in 1803, he made several valuable captures.

During the summer of 1805, the Sirius was employed in watching the port of Ferrol; and in the encounter between Sir Robert Calder's fleet, to which she was attached, and the combined squadrons of France and Spain *, had 2 men killed and 3 wounded. Captain Prowse was afterwards placed under the orders of Lord Nelson, and was one of the last persons with whom that great commander ever conversed, being with him on board the Victory for several hours previous to the commencement of the battle of Trafalgar, and remaining by his side until within gun-shot of the enemy's line †.

Our officer was subsequently employed in the Mediterranean, under the orders of Lord Collingwood, to whose favorable notice he recommended himself by his exertion and zeal on many occasions, but particularly by the gallantry evinced by him, April 17, 1806, in attacking a very formidable flotilla of the enemy off the mouth of the Tiber, and compelling the French Commodore to surrender.

The flotilla consisted of one ship, three brigs, and five heavy gun-vessels, mounting on the whole 76 long guns, and 21 carronades (2 of which were 68-pounders). These vessels, when attacked by Captain Prowse, were lying to in compact order of battle, within two leagues of the mouth of the river, and near a dangerous shoal. The action was commenced within pistol-shot, and continued with great vigour on both sides for two hours, when the ship struck her colours. It being now 9 P. M. and the Sirius much crippled, owing to the smoothness of the water having enabled the enemy to use their guns with the greatest effect, Captain Prowse was prevented from pursuing the others, a circumstance much regretted by him, as several were greatly disabled previous to their sheering off, and had it been day-light would most probably have shared the fate of their leader. The prize proved to be la Bergere, of 18 long 12-pounders, 1 30-pounder carronade, and 189 men; a remarkably fine vessel, commanded

* See p. 405. † See p. 647.

by Chancy Duolvis, a Capitaine de Fregate, Commodore of Flotilla, and Member of the Legion of Honor. The loss sustained by the Sirius in this dashing affair, amounted to 9 killed and 20 wounded. Among the former was her Commander's nephew, Mr. William Adair, Master's Mate. For his distinguished conduct on this occasion, the Committee of the Patriotic Fund at Lloyd's voted Captain Prowse a sword or vase, at his option, value 100*l.* The sum of 360*l.* was at the same time directed to be distributed amongst his wounded officers and men.

In the spring of 1810, our officer was appointed to the Theseus, of 74 guns; and he continued to command that ship in the North Sea during the remainder of the war. He was nominated a C. B. June 4, 1815; obtained a Colonelcy of Royal Marines Aug. 12, 1819; and became a Rear-Admiral July 19, 1821.

Residence.—3, Tonbridge Place, New Road.

RIGHT HON. LORD MARK ROBERT KERR,

Rear-Admiral of the Blue.

THERE are two very ancient families of the name of *Kerr* in Scotland, those of *Lothian* and *Roxburghe*; which, if they sprung from one common ancestor, separated too early to be traced up to the same stock; but who, in the reign of James VI. engaged in deadly feuds concerning the right to the Wardenry of the Middle Marshes. They were originally distinguished by the designations of Kerr of Fernyhirst, and Kerr of Cessford; the latter being ancestor to the present Duke of Roxburghe, and the former to the noble house of Lothian.

The subject of this sketch is the third son of William John, fifth Marquis of Lothian, K. T., a General in the army, and Colonel of the 11th regiment of dragoons, by Elizabeth, daughter of Chichester Fortescue, Esq., M. P. for the county of Louth, whose lady was the daughter of Richard, 1st Lord Mornington, grandfather of his Grace the Duke of Wellington.

Lord Mark Robert Kerr was born Nov. 12, 1776; entered the naval service at an early age, and in 1792 was a Midshipman of the Lion, 64, in which ship it will be remembered Lord

Macartney proceeded on his embassy to China, and returned from thence to England Sept. 6, 1794, after an absence of two years. The Lion was at that time commanded by the late Admiral Sir Erasmus Gower, Knt.* We next find Lord Mark serving as a Lieutenant on board the Sans Pareil, of 80 guns, in the action off l'Orient, June 23, 1795; on which occasion, as already stated at p. 246, three French line-of-battle ships fell into the hands of the British. He afterwards commanded the Fortune sloop of war, mounting 12 guns, on the Mediterranean station, under the orders of Sir John Jervis, by whom he was promoted, Feb. 18, 1797, to be Captain of the San Ysidro, 74, one of the prizes taken four days before in the memorable battle off Cape St. Vincent. His Lordship's subsequent appointments were, March 7, 1797, the day on which he was confirmed in his post rank, to the Danae; Oct. 17th following, to the Cormorant, of 20 guns; and on the renewal of hostilities in 1803, to the Fisgard frigate. The Cormorant formed part of the squadron under Commodore Duckworth, at the reduction of Minorca, in Nov. 1798; and on the 19th March in the following year, captured the Spanish brig of war El Vincelo, of 26 guns and 144 men. In the Fisgard Lord Mark cruised with considerable activity and success on the coasts of Spain and Portugal. He was advanced to the rank of Rear-Admiral July 19, 1821.

His Lordship married, July 18, 1799, Charlotte, youngest daughter of the last Marquis of Antrim, and sister of the present *Countess*.

Residence.—Holmwood, near Henley on Thames.

* Sir Erasmus Gower died May 31, 1814, in the 72d year of his age, after a faithful and honorable servitude in the navy of near 60 years, during which he was esteemed, in all his professional stations, for his amiable and eminent qualifications. A memoir of Sir E., with some interesting particulars relative to Lord Macartney's embassy, will be found in the Naval Chronicle, vols. iv. & xxx.

SIR JAMES ATHOL WOOD, KNT.

Rear-Admiral of the Blue; and a Companion of the most honorable Military Order of the Bath.

THIS officer, descended from the ancient family of Wood, of Largo, in Fifeshire, is the third son of the late Alexander Wood, of Perth, N. B. Esq., and a brother of the present Sir Mark Wood, Bart., formerly Chief Engineer of Bengal, and M. P. for the borough of Gatton, in Surrey.

He entered the naval service at an early age, and during the war with our American colonies, was engaged in a great variety of service, both at sea and on shore, particularly at the defence of Quebec, in 1776, the reduction of Charlestown, in 1780, and in the memorable battle between Rodney and de Grasse, April 12, 1782, on which glorious occasion he was second Lieutenant of the Anson, 64, commanded by Captain Blair, with whom he had formerly served in the Princess Royal, a second rate, bearing the flag of Vice-Admiral Byron *.

During the ensuing peace, Mr. Wood visited the continent, and resided for about three years in the south of France. He afterwards went to the East Indies, and on his return explored the greater portion of the western coast of Africa †. From thence he proceeded, in 1793, on business of a private nature to Barbadoes; and finding on his arrival at that island, an armament about to sail against the French colonies, he immediately tendered his services to Sir John Jervis, the Commander-in-Chief, who received him on board his flag-ship, the Boyne, and soon after ordered him to take charge of some cartel ships going to Europe with prisoners of war. Unfortunately he reached St. Maloes during the sanguinary government of Robespierre, who, without any respect to the laws or common usage of nations, not only seized the vessels, but threw their commander and crews into prison, in consequence of which, a very considerable period elapsed, before

* Captain Blair was among the slain. See note at p. 39.

† Mr. Wood's valuable communications to Mr. Arrowsmith, respecting such parts of Africa as had been previously unknown, were fully acknowledged by that able geographer, who died April 23, 1823.

any intelligence whatsoever could be obtained, either of Lieutenant Wood or of those under his orders.

From St. Maloes our officer was transferred to Paris; and after undergoing an examination by the Committee of Public Safety, who, it appears, suspected the men brought by him to France were royalists, was consigned to the Abbaye, in which, and various other prisons, he was confined for many months. Being at length liberated on his parole of honor, he exerted himself most warmly in behalf of his suffering countrymen, and with no inconsiderable degree of success, as will appear from the following letter addressed by General O'Hara, who had been taken prisoner at the siege of Toulon (and with whom he formed an intimacy during his captivity), to the late Viscount Melville, at that time Principal Secretary of State for the War Department:—

"*Paris, Prison Du Dreneux, April* 6, 1795.

"Sir,—Give me leave to present to you Lieutenant Wood, of the Royal Navy, whose long confinement in a common jail, where our acquaintance began, renders him highly deserving your protection, as the unexampled severities he experienced arose from his manly endeavours to oblige those faithless people to carry into execution the object of his mission to this country.

"Lieutenant Wood will, I am fully persuaded, Sir, have a further claim to your good offices, when you are acquainted that several English families who had languished for many months in the prisons of this town, the mansions of despair and accumulated cruelties, are indebted to his friendly interference for their liberty; and that likewise the exchange of several officers of the royal navy have been in a great measure brought about by his unremitting exertions.

"I trust, Sir, you will have the goodness to forgive the liberty I take of endeavouring to contribute my feeble aid to be useful to an officer, whose sufferings have been so great, and fortunes so deeply wounded from a spirited discharge of his duty.

"I have the honor to be, Sir, with the greatest respect,
"Your most obedient, and most humble Servant,
(Signed) "CHARLES O'HARA."

"Right Hon. HENRY DUNDAS,
&c. &c. &c."

Among the Englishmen then in the power of France was Captain Cotes, late of the Thames frigate; from whom, previous to his departure from Paris, Lieutenant Wood, although personally unknown to him, received a letter, dated at Gisors,

in the department de l'Eure, from which we extract the following passage :—

"The interest you take in my misfortunes, merits my sincere acknowledgements, and for which I shall entertain the most lasting remembrance. I am, I thank you, in want of nothing *but health*; would but the Great Bestower of it grant me that, I should be happy, and to assure you personally how much I am,

"Your grateful humble servant,
(Signed) "JAMES COTES."

"Lieut. WOOD, Rûe Fauxbourg St. Honoré,
No. 64, à Paris."

Soon after his return to England, Lieutenant Wood was advanced to the rank of Commander, and appointed to the Favorite, sloop of war, in which, after cruising for some time in the Channel, he proceeded to the West Indies, where he arrived in time to assist in quelling the insurrections which had long raged in the islands of St. Vincent and Grenada, and threatened the total destruction of those colonies. Among the many instances of his activity and zeal while on that service, was the capture and destruction of three formidable French privateers in the course of one day. These vessels, which he fell in with in the Gulf of Paria, had been long and but too successfully employed in carrying provisions to the insurgents of the latter island. Subsequent to this event, Captain Otway, the senior officer on that station, ordered the Favorite to cruise to windward of Grenada, where she fell in with three other armed vessels, chased them during a whole day in light variable winds, and at length came up with a ship mounting 16 guns, formerly a Liverpool letter of marque, but then an enemy's cruiser, which struck without firing a shot; and Captain Wood by this means obtaining a knowledge of the private night signal, was fortunate enough to get possession of her consorts before day-light. From this period no supplies were ever received by the brigands, for the only vessel that ever afterwards attempted to come over was taken in a most gallant manner by the boats of the Zebra sloop of war, under the directions of Lieutenant Senhouse.

The sheet containing our memoir of Rear-Admiral Otway had passed through the press previous to the publication of a pamphlet entitled "A NARRATIVE OF THE INSURRECTION IN THE ISLAND OF GRENADA;" we therefore avail ourselves o

this opportunity to contradict some of the statements contained therein, which certainly lessen the credit due to that officer, and the subject of this memoir. At p. 158 of that narrative, the writer asserts, that *the garrison at Labay were abandoned to their fate, with hardly a probability of effecting a retreat.* So far from this having been the case, Captain Otway ordered the Favorite to remain off that place to the last moment, and to attend the garrison along shore in their retreat to Sauteur. At day-light on the morning of March 1, 1796, Captain Wood, observing the enemy take possession of Pilot Hill, weighed and worked up through an intricate channel full of rocks and shoals, and anchored off Sauteur about 3 P. M. The insurgents were at this time bringing their heavy cannon forward by means of a string of mules, upwards of 100 in number, and at 5 o'clock made their appearance on the neighbouring heights. There being no other vessels than the Favorite, and an armed transport named the Sally, then at that anchorage, Captain Wood immediately pressed two large sloops which were lying at Isle Ronde, moored them close to the beach, and before 8 o'clock, succeeded in bringing off all the troops and the followers of the army, amounting in the whole to between 1,100 and 1,200 men, of different colours, whom he conveyed in safety to St. George's, where they were landed by day-light the next morning. Had any delay occurred in the embarkation, there can be no doubt that every man of them would have been massacred, as the post of Sauteur was not tenable against cannon, and the brigands gave no quarter. It may be proper in this place to mention, that there is not depth of water in Labay for a ship of war to approach the shore near enough to fire her guns with effect, while she would, in attempting to do so, be a dead mark for the enemy's artillery placed on the adjacent heights; and that Pilot Hill, after the destruction of the town, was no longer a post to be defended with any prospect of success, as the insurgents, being greatly superior in numbers, commanded every part of the shore, and the garrison could not protect their own landing place, or even obtain a supply of water. No encomiums, however, are too great for the gallant Major Wright, who commanded there.

At p. 146 of the pamphlet alluded to, an unsuccessful at-

tempt is said to have been made by a boat belonging to the Favorite to cut a schooner, loaded with provisions and wine, which had been taken by some armed canoes, out of the harbour of Guyave. On the contrary, Captain Wood was not acquainted with the capture of that vessel. This error, had it been the only one into which the author has fallen respecting the proceedings of the King's ships, we should have considered of too little importance to mention. At p. 152, he gives the credit of capturing the privateers, taken by the Favorite on the coast of Trinidad, to the Alarm and Zebra; whereas Captain Wood had no communication with them, either at the time of the capture or afterwards. We could point out several other inaccuracies in the *Narrative;* but wishing to present our readers with one which we believe will not admit of contradiction, shall conclude by recommending those who feel an interest in the subject, to compare the contents of p. 694 of this volume with those of the last but four of the pamphlet in question. There are many still in existence who can corroborate the truth of the former.

In September 1796, a few days prior to the departure of Sir Hugh C. Christian for England, Captain Wood waited upon that officer, in company with Captain Otway, (whose attention he had repeatedly called to the situation of Trinidad,) and represented the facility with which that important settlement might be wrested from the Spaniards, and added to the possessions of Great Britain, at the same time earnestly entreating him to mention the subject to Mr. Secretary Dundas on his arrival in London. On the 5th Jan. in the ensuing year, Sir Ralph Abercrombie arrived at Martinique, in the Arethusa, from Europe. Captain Wood, anxious to know whether the General had been instructed to proceed against Trinidad, went on board the frigate before she anchored; and in the course of a long conversation, in which he urged the great importance of taking possession of that island, together with the Spanish squadron lying there, was happy to find that Sir Ralph perfectly coincided in opinion with him; and that although he had brought out no particular orders to that effect, his attention had been directed thereto by a note from either Sir Hugh Christian or Mr. Dundas, previous to his sailing from England to assume the chief command of the

land forces employed in the West Indies. The General concluded his observations by stating, that he would discuss the matter with the naval Commander-in-Chief, immediately on his arrival at Port Royal. This conversation took place in the Arethusa's cabin, in the presence of the present Earl of Hopetoun, and others of the gallant Abercrombie's staff, among whom, we believe, was Colonel Frederick Maitland, now a Lieutenant-General.

On the very next day Captain Wood received instructions from Rear-Admiral Henry Harvey, to inspect the defences of Trinidad, of which he made the following report :—

"Sir.—In pursuance of your secret orders of the 6th inst., I arrived with his Majesty's ship under my command off Trinidad at 7 o'clock on Sunday evening, the 8th inst., where I spoke an American who had left the Gulph of Paria that morning. After receiving all the information that I could from him, I proceeded on to enter the first Boca; hoisted out a small, but very fast sailing boat, which had been blacked like a canoe for this express purpose, and sent an intelligent officer in, with directions to post himself on a small island covered with a thick wood, and to haul the boat up into a small cove, where it would be impossible to see her either from the Spanish ships or the shore. The officer remained on the island until 8 o'clock next morning.

"There are three two-decked ships lying in Shagaramus Bay, not moored, no sails bent, nor top-gallant-yards across. The Spanish Admiral, bearing a flag at the mizen, lies the inside ship. In fact they are in their old position *.

"The Favorite's boat rowed round them several times during the night; and it is my opinion that these ships might be boarded and carried by boats in the night, without the loss of a man, as they keep but a very indifferent look out.

"On the East point of Parsang's Island, or Gaspar Grande, which forms the West entrance of Shagaramus Bay, there is a small battery of masonry, about twenty feet above the water's edge, where the enemy have 4 guns; and on the summit of the same island there is a look-out house, and some huts, with a flag-staff lately erected, but no works yet thrown up; nor is there the least appearance of any encampment about the bay; nor any fortification erected on the peninsula of Point Gourd, or the island of Shagaramus, which completely commands it, and also Trimbladaire Bay, and the Carénage to the eastward of it, where there is a most capital landing place for troops.

"There is also a two-decked ship, of 80 guns, and a frigate, that now lie seven or eight miles higher up the gulph, abreast of Port d'Espagne; but at

* Captain Wood had reconnoitred the enemy's squadron a few days before, and reported their exact position to Rear-Admiral Harvey.

such a distance that the guns on shore could give them no protection in case of an attack. From the best information I have been able to procure, there are not more than 1000 land troops on the island, and not more than 600 of them fit to serve.

"From the local knowledge I have of this island, and all the information that I have succeeded in obtaining, I have no doubt of its accuracy; and in the event of an expedition being undertaken against it, if you will permit me to have the honor of laying the Prince of Wales * alongside the Spanish Admiral, and to pilot in your squadron, I will answer for the success of the enterprise with my life.

"I have the honor to be, Sir,

"Your most obedient, humble servant,

(Signed) "J. A. Wood."

"*Rear-Admiral H. Harvey, &c. &c.*

Jan. 13, 1797."

A few days after the date of the above report, Captain Wood was desired by Rear-Admiral Harvey to turn his attention to the mode of attack necessary to be adopted; in consequence of which, he submitted to that officer and Sir Ralph Abercrombie the following plan, which after due consideration they did him the honor to approve of, and signified their determination to carry into execution:

"Secrecy, and the utmost expedition, are most earnestly recommended.

"The squadron, with the transports and troops, ought to assemble at the island of Cariaco. It would be proper to leave that island by three o'clock in the afternoon, that the transports and heavy sailing ships might have time to clear the small islands and keys to the southward of it before dark. The squadron might then proceed under easy sail on a S. E. b. S. course, so as to arrive well to windward on the north side of Trinidad by two or three o'clock in the afternoon of next day.

"The squadron might then proceed as far to the westward as Sus Manos, or Punta Chupara, the northernmost point of the island, where it might be proper to detach a company of light troops to take possession of the bay and road of Les Quebas, the only road that communicates between the plantations on the north side of the island and the town of Port d'Espagne; this would effectually prevent the enemy having any knowledge of our arrival; or if thought necessary, a larger body of troops might be landed to take the enemy in the rear, to prevent the men landing from the ships, or to cut off their communication with the country.

"To prevent any alarm, the squadron should keep the coast close on board, (as there is no danger that does not appear, and good anchorage every where along the shore) and under such sail as to arrive at the Bocas about nine o'clock in the evening. An attentive observer always knows by

* The Prince of Wales was Rear-Admiral Harvey's flag-ship.

the appearance of the high hills whether there will be a good breeze or not during the night in the Bocas; but indeed it is seldom or ever calm in the great Boca at this season of the year.

"The squadron should proceed into the Gulph through the great or southernmost Boca. As soon as the Gulph is entered, the sea is as smooth as a mill pond, and it is most probable that a stretch of 6 or 7 miles to the southward, and a tack of 5 or 6 miles to the northward, will enable the squadron either to enter Shagaramus Bay, or to weather it. The troops ought to be immediately embarked in the boats, and an attack made on Gasper Grande, where the enemy have erected a redoubt surrounded with pallisades, since last reconnoitred. Three hundred men would ensure complete success to this attack; the rest of the troops ought instantly to be landed in Trimbladaire Bay, and take possession of the neck of land which separates Point Gourd from the main, where there is nothing to oppose them; by having possession of Point Gourd, and Gasper Grande, the enemy's ships have no retreat nor communication with the shore left them, and must fall into our hands; Point Gourd not only commands Shagaramus Bay, but also Trimbladaire Bay, and is 50 yards higher than Gaspar Grande.

"In case any black troops accompany the expedition, it might be proper to land them on the low marshy land, to the southward of the town, as well to ensure abundant supplies of cattle, as to cut off all communication with the town and this quarter, from whence it draws its chief subsistence.

(Signed) "J. A. Wood."

The successful result of the expedition against Trinidad has been already stated at p. 112: we shall therefore content ourselves with observing that Captain Wood was immediately after its capture promoted to the command of the San Damaso, of 74 guns, the only Spanish line-of-battle ship which, at that time, fell into our possession. His post commission was confirmed by the Admiralty, March 27, 1797.

Soon after the above important event, the San Damaso escorted a large fleet of merchantmen to England; but as she was not continued in commission, Captain Wood was appointed to the Garland frigate, then employed at the Cape of Good Hope, under the orders of Sir Hugh C. Christian, by whom he was sent, in company with a small squadron, upon a cruise off the islands of Mauritius and Bourbon, during which intelligence was received that two large French frigates had been committing great depredations in the Indian seas, and were proceeding towards Madagascar.

In consequence of this information, the squadron went in pursuit of the enemy; and at length Captain Wood discovered a large vessel at anchor near the former French settle-

ment of Fort Dauphiné. The rest of the ships being to leeward and unable to work up against the current, the Garland was ordered to examine her, and stood in shore for that purpose; but when arrived within a mile of the enemy, she unfortunately struck with great violence upon a pointed rock, fifteen feet under water, unshipped her tiller, and before Captain Wood could run her into an opening in the reef, had settled so far that the water was rushing through the midship ports on the main-deck and the hawse holes. He however succeeded in saving the whole of her crew, rigging, and stores.

The enemy, instead of a frigate, proved to be a large merchant ship, pierced for 24 guns, with a complement of 150 men. She ran ashore on the approach of the Garland; but perceiving the disaster that had befallen that ship, the Frenchmen pushed off in their boats, and endeavoured to recover the possession of their deserted vessel. Very luckily, the Garland's boats, being to windward, first reached and secured her; a circumstance which proved of essential service to Captain Wood and his crew, during their continuance at Madagascar. This event occured July 26, 1798.

Having succeeded in his endeavours to conciliate the natives, our officer had most of the Frenchmen delivered up to him as prisoners; and, while he remained upon the island, was well supplied with every thing that it afforded. He had built one vessel of 15 tons burthen, and made considerable progress in the construction of another to carry his men to the Cape of Good Hope; when, at the expiration of four months, the Star sloop of war made her appearance at St. Luce, and in her, the French prisoners were conveyed to the Isle of France; the Garland's officers and men returning to the Cape in their prize, and some small vessels taken by the squadron under Commodore Osborne *.

On Captain Wood's arrival in England he was appointed to the Acasta, one of the finest frigates in the navy, in which he went to the Mediterranean with despatches relative to the treaty of Amiens. On his return, he was re-commissioned to

* During Captain Wood's continuance at Madagascar, he surveyed the coast from Fort Dauphiné to St. Luce, and about three miles to the southward of the latter place discovered an anchorage within the reef, sufficient to contain a numerous fleet of line-of-battle ships.

the same ship, and sent to the North Sea. We subsequently find him commanding at Guernsey, where he remained until the renewal of hostilities, when he joined Admiral Cornwallis off Brest, and continued to be employed under that excellent officer about 18 months; part of which time he had the charge of the in-shore squadron, appointed to watch the motions of the enemy.

On the 2d Oct. 1803, Captain Wood being on a cruise in the Bay of Biscay, discovered, and, after a series of masterly manœuvres, succeeded in capturing, l'Avanture de Bourdeaux, a French privateer of 20 guns and 144 men, and re-taking three merchant vessels, her prizes. This was a service of great importance to our commerce; as, from the circumstance of the Acasta passing through a large fleet of West Indiamen during the chace, there can be no doubt that many of them would otherwise have been cut off by the privateer, they having previously parted from their convoy.

About this period Captain Wood transmitted to Sir Thomas Troubridge, then at the Admiralty, the following remarks, which he thought might be useful to the country in the event of a war with Spain; the reason why his suggestion was not acted upon, it is not our province to enquire:

"Permit me to lay before you a few observations made during my last cruise on the north coast of Spain, which in the event of a war with that country, an event that appears to me not very distant, might prove advantageous to his Majesty's service. There are several small ports from Cape Pinas to the eastward of it, from whence the Spaniards draw very considerable quantities of large timber for building line-of-battle ships. This timber is cut in the mountains where it abounds, and during the floods is floated down the numerous rivers along that coast, particularly Riva de Cella, Riva del Campo, Tina Mayor, St. Vincente de la Barquera, and Villa Viciosa. There is water enough for sloops of war and small frigates at Riva de Cella, and Riva del Campo, but the entrance is narrow and would require a pilot. The Acasta watered at Riva de Cella, at which time, the latter end of Oct. 1803, there was a quantity of timber floated and floating down the river. The Spanish government at this time had just appointed a person to raise seamen for their navy, as is customary in war time. This man dined on board the Acasta, and informed me of the circumstance. What struck me as of the greatest importance to this country was the fine road, I may almost say harbour, of Mount St. Antonio. This impregnable mountain, which commands the road of St. Antonio, is situated at the west entrance thereof, and is joined to the continent by a low neck of sand. On the highest part of the mountain the Spaniards have a small

fort, which might be surprised. Ships may lie at anchor under the protection of this mountain, out of gun-shot of the main land. It appears to me equally as strong by nature as Gibraltar; and when it is considered that a squadron of British ships may leave the road in the evening, and appear off either Rochefort or Ferrol next day, it must be considered as a place of very great importance to Great Britain to be possessed of. It is also in sight of the two principal Spanish ports of St. Andero and Bilboa. The possession of this place would also enable us to supply all the north of Spain with British manufactures through the numerous little ports on the coast, and to make our returns in dollars or wool. The French, at present, monopolize the whole trade of the coast, and make their returns in dollars. It is carried on in small chasse-marées, or boats which never quit the land very far, and in war time wear Spanish colours.

(Signed) "J. A. Wood."

Towards the latter end of 1804, Captain Wood was ordered to escort a very valuable fleet to the West Indies. Before his arrival at Jamaica, Sir John T. Duckworth, the Commander-in-Chief on that station, had heard of his recall, and determined to return to England in the Acasta. With this view he appointed his own Captain to supersede Captain Wood, and nominated the latter to the Hercule, a 74-gun ship, then at sea, and in which it was well known his successor intended to hoist his flag; consequently leaving our officer without any ship, to make his way to England in the best manner that he could. Captain Wood strongly remonstrated with the Vice-Admiral against this measure, which he conceived to be highly unjust and oppressive, as he had been appointed to the Acasta by the Board of Admiralty. Notwithstanding his representations, however, Sir John persevered, and Captain Wood was therefore obliged to return to England as a passenger on board of his own ship.

Immediately that the Lords of the Admiralty were apprized of this proceeding, they re-appointed Captain Wood to the Acasta; and, at the same time, adopted a regulation to prevent, in future, any Admiral upon a foreign station, from exercising his authority so much to the detriment of the public service.

Subsequent events, which are generally known to the profession, prevented Captain Wood from resuming the command of the Acasta; but he was soon after appointed in succession to the Uranie and Latona frigates; and in the latter, after serving for some time in the Channel, again ordered to convoy

a fleet to the West Indies. Previous to his departure from England, he took the liberty of calling the attention of the first Lord of the Admiralty to the state and position of the enemy's squadron in the roads of Isle d'Aix, it being his opinion that the whole of the ships there might be brought out by a *coup-de-main*. After some correspondence on the subject, Mr. Grey named a day and hour for the discussion of this affair at the Admiralty, where the Admirals Pole and Markham, and also Mr. Tucker, the Secretary, were present. The following appears to have been Captain Wood's proposal:

That an equal number of line-of-battle ships to those of the enemy at that time moored off Isle d'Aix, in a line a-breast, nearly N. E. and S. W., should be selected. That each of those ships should have an addition to her complement of 200 seamen and 100 marines. Each Captain to be made acquainted with the ship of the enemy he was to lay on board on the weather bow, the weathermost ship of the enemy to be called number one, according to the state of the wind. The general bearing of the enemy's squadron from the usual anchorage of the British in Basque Roads was S. E., and consequently a S. W. or N. E. wind, a leading one in or out of d'Aix Roads, and the attacking ships might have varied their position so as to bring the enemy's squadron nearly two points more to leeward, according to the wind. The time proposed for the attack was about two hours before day-light, and after the enemy's ships had tended to the ebb-tide, boats properly protected being previously placed on the edge of the Boyart shoal and Isle d'Aix with lights darkened towards the enemy. Launches with carpenters and axes ready to cut the enemy's cables, and every man being fully acquainted with what he was to do. A sufficient number of small craft ready to proceed with anchors and cables. The attacking squadron to be led in by the Latona, and to pass to windward of the enemy's weathermost ship; and when she had passed, to burn a false fire, or to shew two lights, at which time each attacking ship was to bear up and lay her opponent on board on the weather bow. The vessels to be immediately lashed together. After cutting the cables, their sails to be loosed; by which, and the assistance of the ebb-tide, they might have been brought out to Basque Roads in half an hour, or less. Frigates and small craft to have kept up a fire to amuse the battery on Isle d'Aix, and to assist as otherwise directed. Any number of ships might have been ready in Basque Roads to secure the prizes.

Notwithstanding the apparent practicability of this plan, it was considered by those who had to deliberate on the propriety of attempting its execution, that there was more to be risked than gained. Captain Wood's opinion was therefore over-ruled.

The Latona formed part of the squadron under the orders of

the present Sir Charles Brisbane at the capture of Curaçoa, Jan. 1, 1807; and, together with the Arethusa, commanded by that distinguished officer, bore the principal part in the transactions of that memorable day. Those ships, as we have already stated at p. 740, entered the harbour in close order of battle, some time before the rest of the squadron; and whilst the latter engaged Fort Republique, Captain Wood, who had taken up a most excellent position, soon silenced the fire of all that part of the enemy's force opposed to him; namely, Fort Amsterdam, the opposite batteries, a frigate and other armed vessels. He was afterwards ordered to warp his ship against Fort Republique; but before the others which lay in in his way, could be got afloat, the capitulation for the surrender of the island was agreed to.

Upon this honorable and glorious service, Captain Wood was second in command; and to the credit of all concerned, it is but fair to remark, that an enterprise more wisely planned, or more gallantly executed, is not to be found in our naval annals. The Commodore, in his official despatches, bore ample testimony to the merits of all employed in the undertaking; and, as a testimony of the King's high approbation of their conduct, the respective commanders were each presented with a gold medal on the occasion *.

Subsequent to the conquest of Curaçoa, Captain Wood was entrusted by Sir Alexander Cochrane, who had succeeded to the chief command on that station, with the blockade of the Danish islands, which terminated in their surrender, at the latter end of 1807 †. He afterwards removed to the Captain, of 74 guns, and in her was present at the reduction of Martinique ‡. His next appointment was to the Neptune, a second-rate, in which he continued to be actively employed till the summer of 1810, when he joined the Pompée, of 74 guns; and after serving for some time on the Lisbon and Channel stations, proceeded to the Mediterranean, where he remained till the conclusion of the war. He received the honor of knighthood on his return from the West Indies, as a

* The Committee of the Patriotic Fund at Lloyd's, voted a sword or vase (at his option) of the value of 200*l.* to Captain Brisbane, and swords or vases value 100*l.* each, to the Captains Wood, Lydiard, and Bolton.

† See p. 263. ‡ See p. 264.

reward for his general services; was nominated a C. B. June 4, 1815; and advanced to the rank of Rear-Admiral, July 19, 1821 *.

Residence.—H 4, Albany, Piccadilly.

THOMAS HARVEY, Esq.

Rear-Admiral of the Blue; and a Companion of the most honorable Military Order of the Bath.

This officer is the second son of the late Sir Henry Harvey, K. B. who commanded the Ramillies, of 74 guns, in Earl Howe's action, June 1, 1794; captured, in conjunction with Sir Ralph Abercrombie, the Spanish island of Trinidad, in Feb. 1797; and died an Admiral of the White, Dec. 28, 1810.

In 1796, we find him commanding in succession the Lacedemonian and Pelican sloops of war. The latter formed part of the squadron employed at the reduction of the above-named colony; immediately after which he was promoted to the rank of Post-Captain, in the Prince of Wales, a second-

* Sir James A. Wood's younger brother, Andrew, like himself, entered the naval service at a very early age, went to India after the peace of 1783, and served some time as chief officer of the Sir Edward Hughes, a vessel (originally intended for a 50-gun ship) belonging to the E. I. Company. At the time when a war was subsequently expected with Holland, he was sent, in the command of a small vessel to the Straits of Sunda, for the purpose of informing thirty sail of Indiamen of that circumstance. Unfortunately, his vessel was wrecked at the entrance of the Straits, and it was with great difficulty that any of the crew reached the shore. Impressed, however, with a strong sense of the importance of his mission, he took an open boat, and, in defiance of the elements and of the Malays, who murdered more than half of his men, he cruised in the Straits during three months, and succeeded in giving the necessary intelligence to twenty-nine sail out of the thirty. Approving highly of his diligence and intrepidity, the different governments concurred in recommending him for promotion in his own line. Anxious to rejoin the Sir Edward Hughes, and all the ships of the season having left Bombay, he bought a small vessel, of less than five tons, had her decked, and, with three Lascars on board, embarked for the Cape of Good Hope, where he arrived in safety after a passage of 63 days. Not finding any ship there that was proceeding to England, and conceiving the most perilous part of the voyage to be over, he again set out in his little bark, with three foreign seamen; but, to the deep regret of his family, he was never heard of more!

rate, bearing his father's flag; and in that ship assisted at the attack upon Porto Rico, in the ensuing month of April *. His post commission bears date March 27, 1797.

Captain Harvey's subsequent appointments were to the Concorde, Lapwing, and Unité frigates. The former he commanded for a very short period. In the Lapwing he intercepted several of the enemy's privateers and letters of marque, and accompanied Lord Hugh Seymour on the expedition against the Dutch colony of Surinam, which surrendered to the British arms, Aug. 20, 1799. The Unité was attached to the armament (under Rear-Admiral Duckworth) which took possession of the Danish and Swedish West India islands, in March 1801 †; and she was subsequently ordered to escort a large fleet of merchantmen to England. Previous to his leaving the West Indies, the inhabitants of Montserrat voted Captain Harvey the sum of 100*l.* sterling, for the services he had rendered that colony. During the remainder of the war he was stationed off Margate, under the orders of Lord Nelson, whose flag was at one time hoisted on board the Unité.

From 1802 till the autumn of 1805, our officer appears to have been on half-pay. At the latter period he was appointed to the Standard of 64 guns, in which ship he proceeded to the Mediterranean, and joined Lord Collingwood's fleet off Carthagena.

In our memoir of Sir W. Sidney Smith, p. 316, *et seq.*, we have already given a brief account of the celebrated expedition against Constantinople, in 1807. The Standard having borne a very conspicuous part during the operations carried

* See note at p. 112, *et seq.*

† At the period of the Northern Confederacy—that confederacy which our great hero Nelson annihilated before the walls of Copenhagen—Rear-Admiral Duckworth and Lieutenant-General Trigge were ordered to seize upon the possessions of Denmark and Sweden in the West Indies. The naval and military forces employed on this occasion, consisting of one 74-gun ship, five frigates, two sloops of war, three smaller vessels, and about 3,500 troops, arrived off Great Saline Bay, in the island of St. Bartholomew, March 16, 1801; and a summons having been sent to the Governor, he, after some little hesitation, agreed to capitulate. On the morning of the 24th, the squadron, reinforced by another frigate and an armed ship, with a number of soldiers, appeared off St. Martin; and the Governor refusing to sur-

on in that quarter, we shall here present our readers with a more detailed narration.

On the 10th Feb. Sir John T. Duckworth, in the Royal George, of 100 guns, accompanied by the Pompée, of 80 guns, Captain Richard Dacres, bearing the flag of Sir W. Sidney Smith; Ajax, of the same force, commanded by the Hon. H. Blackwood; Windsor Castle, a second-rate, Captain Charles Boyles; Repulse, 74, Hon. A. K. Legge; and Lucifer and Meteor bombs, arrived off the island of Tenedos, where he formed a junction with the squadron under Sir Thomas Louis, consisting of that officer's flag-ship, the Canopus, of 80 guns; Thunderer, 74, Captain John Talbot; Standard, 64, Captain Thomas Harvey; Active frigate, Captain R. H. Moubray; and Endymion frigate, Hon. T. B. Capel. Nothing of any consequence occurred till the night of the 14th, when the Ajax was unfortunately destroyed by fire *. Shortly after day-break on the morning of the 19th, the whole fleet stood for the entrance of the Dardanelles, in line of battle, the Canopus leading the van, and the bombs towed by the Standard and Thunderer, which latter ships formed part of the rear division under Sir W. Sidney Smith, who had previously been ordered, in the event of the Turks offering any opposition, to bring up and attack a squadron which Sir J. T. Duckworth had reason to suppose was lying at anchor off Point Pesquies.

As soon as the leading ship was abreast of the outer castles, she received a brisk fire from them, but without returning a shot. The like forbearance was observed by the others, as they passed in succession. A heavy discharge of cannon was also continued upon the British, from some batteries on the European side of the Hellespont, which, however, occasioned

render, the army was immediately landed, under the command of Brigadier-Generals Maitland and Fuller, assisted by a detachment of 200 seamen, commanded by Captain Ekins, of the navy. After a smart skirmish, in which the enemy lost two field-pieces, and had 50 or 60 men killed and wounded, the heights in the approach to the town of Philipsbourg were carried. Convinced that opposition would be vain, and must lead to destruction, the enemy now agreed to a verbal summons, and by midnight, the terms of capitulation were signed and exchanged. On the 28th, the islands of St. Thomas and St. John, with their dependencies, submitted; and on the 31st, the island of Santa Cruz followed their example.

* See p. 648.

but little injury. At 9h 30′ A. M. the Canopus entered the narrow passage of Sestos and Abydos, and sustained a very heavy cannonade from both castles, within point-blank shot of each; but the very spirited return it met with from that ship and those immediately a-stern of her, so considerably diminished its force, that the effect was not so severe on those in the rear.

Immediately to the N. E. of the castles, and between them and Point Pesquies, on which a formidable battery, mounting eight brass guns, each carrying a ball of 200 pounds, and twenty-three iron 32 and 24-pounders, had been newly erected, the Turkish men-of-war already alluded to were at anchor. The van ships of the British gave them their broadsides as they passed; and presently after, the Pompée, Thunderer, and Standard, anchored in the midst of them, the latter within 300 yards of the battery. After a warm action of about half an hour, in which the Active, continuing under sail, did credit to her name, the enemy cut their cables and drifted towards the shore, the people in the battery at the same time making off with the greatest precipitation. The object of Sir W. Sidney Smith was then to destroy the ships, and that service was most rapidly effected; as in less than four hours, the whole of them exploded, except a corvette and a gun-boat, which it was thought proper to preserve *.

The following is a copy of the Rear-Admiral's report to Sir John T. Duckworth, concerning this brilliant affair:—

"*His Majesty's Ship Pompée, within the Dardanelles,*
"*Feb.* 20, 1807.

"Sir,—In reporting to you the entire completion of the service you were pleased to order should be executed by the rear division under my immediate directions, I need not inform you that the ships were anchored in the thick of the Turkish squadron, and in close action with them, as you must have observed it; but as the intervention of the land, after you passed the point, prevented your seeing the subsequent operations, it is my duty to acquaint you therewith. The Turks fought desperately, like men determined to defend themselves and their ships as long as they could; but the superiority of our fire, within musket-shot, obliged them in half an hour to run on shore on Point Pesquies, or Nagara Burun. As the redoubt on the point continued to fire, also as the ships kept their colours up, and the part of their crews which had deserted them remained armed on the beach,

* See note at p. 318.

while a considerable body of Asiatic troops, both horse and foot, appeared on the hills, it was necessary to make an arrangement for boarding them with some precaution; at the same time that it was of consequence to press them closely before they recovered from the impression and effect of our cannonade. A few shells from the Pompée dispersed the Asiatics, and convinced them that we commanded the ground within our reach, and that they could not protect the green standard they had hoisted, which I caused to be brought off by Lieutenant Oates, of the Pompée's marines, that they might not rally there again. The Standard's guns bearing best on the frigates on shore, I sent the Thunderer's boats to that ship, to be employed with her own under the direction of Captain Harvey, making the signal to him to destroy the enemy's ships in the N. E. The Active's having been previously made to follow and destroy a frigate which had cut her cable to get from under the Thunderer's and Pompée's fire, and run on shore on the European side, in the N. W.; at the same time, Lieutenant Beecroft, of the Pompée, was detached to take possession of the line-of-battle ship on which the Thunderer's and Pompee's guns could still bear, under the protection likewise of the Repulse, which you had considerately sent to my aid; that officer brought me the Captain and second Captain, the latter of whom was wounded; also the flag of the Rear-Admiral who had escaped on shore, which I shall have the honor of presenting to you. The whole of the Turks were landed, in pursuance of your orders, including the wounded, with due attention to the sufferings of our misguided opponents, as I must call them, for the term enemy does not seem applicable, considering their evident good disposition towards us nationally. The ship was then set on fire by the Repulse's and Pompée's boats, and completely destroyed.

"Captain Harvey, in making his report to me of the conduct of the boats' crews, under the command of Lieutenants Carter, Waller, and Colby, of his Majesty's ship Thunderer, and of the marines employed with them, to board and burn the frigates and corvettes under the command of Captain Nicolls, speaks in strong terms of the gallantry and ability of them all. The latter, whom I have long known to be an intelligent and enterprising officer, after destroying the frigate, bearing the flag of the Captain Pasha, which is preserved to be presented to you, Sir, landed, and, profiting by the consternation of the Turks from the explosions on all sides of them, the effects of which occasioned no small risk to him, Lieutenants Fynmore, Boileau, and the party, he entered the redoubt, (the Turks retreating as he approached) set fire to the gabions, and spiked the guns, thirty-one in number, eight of which are brass, carrying immensely large marble balls: as however, the expected explosion of the line-of-battle ship made it impossible for the boats to stay long enough to destroy them effectually with their carriages, or to level the parapets, the wicker of the gabions being too green to burn, I have directed Lieutenants Carroll and Arabin, of his Majesty's ship Pompée, and Lieutenant Lawrie, of the marines, to continue on that service, with the Turkish corvette, and one gun-boat, which you will observe by the return, were not destroyed; and to act under

the protection and direction of Captain Moubray, of his Majesty's ship Active, whose name I cannot mention without expressing how highly satisfied I am with the able and gallant manner in which he executed my orders to stick to the frigate with which he was more particularly engaged, and to destroy her. Captain Talbot placed his ship admirably well in support of the Pompée, thereby taking the line-of-battle ship and the frigate we were engaged with, when I made his signal to anchor, as the Pompée had previously done, under the directions I gave for that purpose to Captain Dacres, which were promptly and ably executed; Mr. Ives, the Master, applying his local knowledge and experience, as I had a right to expect from his long tried abilities, while Lieutenant Smith made my signals to the squadron in rapid succession, and with precision. Captain Harvey merits my entire approbation, for placing the Standard in the manner in which he did, and for completing the destruction of the others. Much as I must regret the loss of the Ajax, as a most efficient ship in my division, I have felt that loss to be in a great degree balanced, by the presence of my gallant friend, Captain Blackwood, and the surviving officers and men, whose zeal in their voluntary exertions on this occasion, does them the highest credit: in short, all the captains, officers, and men concerned, merit that I should mention them in high terms to you, Sir, as their leader, whose example we humbly endeavoured to follow. The signal success that has attended the general exertion under your direction, speaks more forcibly than words.

"I have the honor to be, &c. &c.
(Signed) "W. SIDNEY SMITH."

"*Vice-Admiral*
"*Sir John Thomas Duckworth, K. B.*"

The Turkish squadron having thus been annihilated, Sir W. Sidney Smith's division rejoined Vice-Admiral Duckworth, and proceeded with him to the anchorage off Prince's Islands, about eight miles from Constantinople. While there Sir John obtained information that the enemy had landed a body of troops, and some guns, on the island of Prota, the only inhabitants of which were a few monks and nuns. An attempt was made to dislodge the Turks, many of whom took to their boats, leaving their cannon in possession of the British; but the remainder having thrown themselves into the Greek monastery, and being expert riflemen, defended themselves successfully, killing and wounding 26 of their assailants. On the 1st March, the negociation with the Porte having failed, and knowing that great warlike preparations were going on, Sir John T. Duckworth determined upon returning; the fleet was accordingly got under weigh; and notwithstanding the

opposition offered by a formidable chain of batteries, recently erected along the coast under the direction of French engineers, and a tremendous fire from the castles on each side, every ship was in safety outside the Dardanelles, by noon on the 3d. The Standard, in passing Sestos, received a stone shot six feet two inches in circumference, and weighing 800 pounds. It entered her lower-deck, and having set fire to the salt-boxes containing the powder for immediate use, caused an explosion which wounded many of her crew; several others jumped overboard on hearing the alarm of "Fire!" and were never more heard of. Fortunately, by great exertions, the flames were subdued. The total loss sustained by her from the 19th Feb., was 4 men killed, 4 missing, and 55 wounded *.

Subsequent to this event Captain Harvey accompanied Sir John T. Duckworth to the coast of Egypt, and arrived there two or three days after the surrender of Alexandria to the British arms †. Early in 1808, we find him stationed in the Adriatic, where he took several prizes, and assisted at the capture of the Friedland, an Italian brig of war, mounting 16 long 12-pounders, and several other armed vessels. Towards the latter end of the same year, he escorted a fleet of merchantmen to England.

Captain Harvey's next appointment was, in 1809, to the Majestic, 74; and during the ensuing summer, he was stationed in the Belt, to protect the valuable convoys going to and returning from the Baltic. At the end of the season, the approbation of the Board of Admiralty was conveyed to him, through Sir Manley Dixon, accompanied by the thanks of that officer and the Commander-in-Chief, for his activity and zeal while on that important and harassing service.

The Majestic being found defective, was paid off in 1810. Captain Harvey afterwards commanded the Sceptre and

* At p. 319 will be found a copy of the letter of thanks addressed by Sir J. T. Duckworth to the officers and men of the squadron under his command. In his official letter to Lord Collingwood, we find the name of each of the Captains mentioned in terms of high approbation.

† See p. 482.

Northumberland, third-rates; the former was attached to the North Sea fleet, under the orders of Admiral Young; the latter, which had been for a considerable time stationed as a guard-ship in the Medway, he paid off in July 1821. He was nominated a C. B. June 4, 1815; obtained a Colonelcy of Royal Marines, April 2, 1821; and became a Rear-Admiral on the 19th July in the same year.

Our officer married, March 28, 1805, Sarah, youngest daughter of the gallant Captain John Harvey, who was mortally wounded in the glorious battle of June 1, 1794; by which union he became the brother-in-law, as well as first cousin, of the present Rear-Admiral of that name *, and of Captain Edward Harvey, R. N.

Residence.—Walmer, Kent.

RICHARD HUSSEY MOUBRAY, Esq.

Rear-Admiral of the Blue; and a Companion of the most honorable Military Order of the Bath.

This officer, descended from an ancient family in Fifeshire, is the second and youngest son of Robert Moubray, M. D. proprietor of the lands of Cockairny, in that county, by Arabella, youngest daughter of Thomas Hussey, of Wrexham, in Denbighshire, Esq. He was born at Plymouth, March 16, 1776, and commenced his naval career as a Midshipman, on board the Impregnable, of 98 guns, bearing the flag of his relative the late Sir Richard Bickerton, Bart. in 1789 †. At the time of the Spanish armament, 1790, that

* We avail ourselves of this opportunity, the earliest that has presented itself, of correcting two mistakes which occur in our memoir of Rear-Admiral John Harvey, p. 614. Instead of continuing in the Southampton at the Leeward Islands till the end of the French revolutionary war, he was removed from that ship into the Amphitrite frigate, about May 1801, and soon after ordered to England. He left the latter in October following. It is true that he commanded the Royal Sovereign, but not for so long a period as we have mentioned. On Captain Bedford, who had succeeded him in the command of that ship, obtaining his flag, Aug. 12, 1812, he was again offered her, but did not accept the appointment.

† Sir Richard Bickerton married the sister of Mr. R. H. Moubray's mother.

ship formed part of the grand fleet under Earl Howe. During the ensuing three years, he served successively in the Pegasus and Andromeda frigates, and Europa of 50 guns, on the Newfoundland, Channel, and Jamaica stations: and in the latter was present at the capture of Jeremie and Cape Nichola Mole, St. Domingo, by Commodore Ford and Lieutenant-Colonel Whitelocke, Sept. 20 and 23, 1793 *.

By the former officer, with whom he had proceeded to the West Indies in the preceding year, Mr. Moubray was soon after promoted to the rank of Lieutenant, in the Magicienne, of 32 guns. From that frigate he returned to the Europa, still carrying the Commodore's broad pendant, and was first Lieutenant of her at the capture of Port-au-Prince. He had previously acted as Captain of the Iphigenia, and assisted in landing the troops at Port-au-Prince †.

* See p. 505.

† In 1794, the campaign on the Jamaica station opened by the reduction of the different districts on the north and south sides of the Bight of Leogane. On the 3d Feb., the strong post at Cape Tiberon was taken after a sharp conflict, in which the British had 3 men killed and 10 wounded. About fifty of the French Republicans were slain; the remainder, amounting to 600, retired to Aux Cayes, leaving behind them a considerable quantity of stores, artillery, and ammunition. Shortly afterwards, the post of l'Arul, six miles from Leogane, garrisoned by 600 men, was stormed by the troops under Lieutenant-Colonel Whitelocke.

On the 30th May, Commodore Ford having collected a squadron in the road of l'Archaye, consisting of one 74, two 64's, one 50, three frigates, two sloops of war, and one smaller vessel; and embarked a large body of troops, with stores, artillery, &c. under Brigadier-General Whyte, sailed to the attack of Port-au-Prince. On the same evening, the ships of war and transports anchored in their respective stations; and the operations being ready to commence, a flag of truce was sent the next morning to demand the surrender of the place; but as the boat approached the harbour, the officer charged with the despatch was informed that no communication would be allowed: he consequently returned to the Europa.

The naval and military commanders agreeing in opinion, that the possession of Fort Bizotten was an object of the first consideration, the necessary preparations were immediately made for attacking it. Accordingly, at 7h 30′ A. M. on the 1st June, the Belliqueux and Sceptre, 64's, got under weigh with the sea breeze, and were placed by their Captains (James Brine and J. R. Dacres) with great precision, against that fortress, and instantly commenced a brisk and well-directed fire upon it. The Penelope frigate, Captain B. S. Rowley, at the same time anchored close to the shore, to

On the 9th June, 1794, five days after the surrender of that important place, Mr. Moubray was appointed to command the Fly sloop of war, and ordered to convey Captain Rowley and Lieutenant-Colonel Whitelocke, the bearers of the despatches relative thereto, to England. In the ensuing month of December, we find him escorting H. R. H. the Duke of York from Helveotsluys to Harwich; and subsequently assisting at the capture of two Dutch line-of-battle ships, one frigate, two sloops of war, nine East Indiamen, and about sixty other vessels in Plymouth Sound. He was afterwards employed in convoying the trade to and from Gibraltar, and the different ports in the Channel.

Captain Moubray's post commission bears date April 10,

flank a ravine at the back of the fort; whilst the Irresistible, 74, Captain J. Henry, and the Europa, 50, Captain G. Gregory, kept under sail to throw in a broadside when opportunity offered, as well as to keep off a body of the enemy's horse, and some brigands, who appeared disposed to annoy the landing of the troops, which was completely effected by five o'clock in the evening, under the direction of Captain T. Affleck, of the Fly sloop. Although the fort returned the fire of the ships but slowly after they were placed, and sometimes appeared quite silenced; yet the enemy kept the colours still flying, and fired a shot now and then till six o'clock in the evening, when a most tremendous thunder storm and deluge of rain put an end to all firing. At half past eight, Captain Daniel, of the 41st regiment, with 60 men, stormed and carried the fort, with the loss of Captain Wallis, of the 22d regiment, and six men killed, Captain Daniel and three men wounded.

Arrangements were now made for landing the whole of the troops, and to make a general attack upon the sea batteries and heights which defended the town. But on the evening of the 3d, some deserters came off to the Europa, and informed the Commodore, that the commissaries, with the principal part of their force, had made their escape towards Aux Cayes, to avoid being surrounded by the British troops; by which means the town and shipping were saved, as they had prepared several merchant-ships with combustibles, and moored them in such a situation as to set fire to the whole.

On the morning of the 4th, the ships of war got under sail, and hoisted the British colours on the sea batteries; while the Brigadier-General landed with the troops, and took possession of the town on the land side.

The loss sustained by the navy at the attack of Port-au-Prince, amounted to 5 seamen killed and 16 wounded. On this occasion, no less than 13,790 tons of shipping, with an immense quantity of sugar, coffee, cotton, and indigo, fell into the hands of the captors.

1797; from which period he served as a volunteer with the present Sir Richard Bickerton, in the Ramillies and Terrible, 74's, till that officer's promotion to a flag, Feb. 14, 1799. In 1801, he obtained the command of the Maidstone frigate; and in the following year was sent to the Mediterranean with despatches relative to the ratification of the treaty of Amiens. Soon after his arrival on that station, he conveyed Chevalier de Statinsky, the Russian Ambassador, from Naples to Constantinople, where he had the honor of being presented with a rich pelisse by the Grand Vizier. The Turks at this time appear to have been very grateful for the support they had received from Great Britain during the late contest with France, as may be inferred from the circumstance of their permitting Captain Moubray, who had determined, in compliance with the wishes of Lord Elgin, to remain a few weeks in that neighbourhood, to pass through the Bosphorus and anchor off Beuykderé, for the purpose of avoiding the plague then raging in the capital. A flattering compliment, when we consider their extreme jealousy respecting the navigation of the Euxine, and that a French squadron, which had arrived about the same time, with Marshal Brune, was then lying off the city. On his return from thence to Malta, three swords of very great value were confided to the care of Captain Moubray, as presents from the Sultaun to our late Sovereign, his present Majesty, and the Duke of York.

Soon after the renewal of hostilities in 1803, our officer captured the French brig of war l'Arab, of 8 guns and 58 men, from Athens, loaded with antiques for the Consular government. On the 1st Aug. following, he was appointed by Lord Nelson to the Active, of 38 guns, employed principally as a frigate of observation off Toulon—a service requiring the utmost vigilance and activity; during his continuance on which he was repeatedly chased away by the enemy's squadron.

On the 18th Jan. 1805, the Active and Seahorse, the latter commanded by the Hon. Courtenay Boyle, were pursued by the whole French fleet, but fortunately effected their escape, although at one time within gun-shot; and the next day communicated the intelligence to Lord Nelson, who was then lying at anchor between the Madalena Islands, situated to the

northward of Sardinia *. From that period till the month of April, when it was at length ascertained that Admiral Villeneuve had proceeded down the Mediterranean †, Captain Moubray was indefatigable in his endeavours to obtain information respecting their destination. He was then despatched with the intelligence to the fleets stationed off Brest and Ireland.

After cruising for some time on the Irish station, where he captured les Amis, a French letter of marque, laden with wine and merchandize, from Bourdeaux bound to Cayenne, our officer was again ordered to the Mediterranean. Early in 1807, he accompanied Sir John T. Duckworth to the Dardanelles, where he greatly distinguished himself in the battle off Point Pesquies; the official account of which will be found at p. 801. The Active, on that occasion, after sustaining for some time the fire of several other Turkish vessels, drove on shore and blew up a frigate of the largest class, with which she had been closely engaged ‡.

The following extract from the Vice-Admiral's public letter to Lord Collingwood, dated Feb. 21, should have been inserted in our memoir of Sir W. Sidney Smith; we trust, however, that it will be no less acceptable to our readers in this place:

"It is with peculiar pleasure that I embrace the opportunity, which has been at this time afforded, of bearing testimony to the zeal and distinguished ability of Sir Sidney Smith; the manner in which he executed

* For an account of Lord Nelson's proceedings from Jan. 19 to Aug. 15, 1805, see note at p. 589, *et seq.*

† M. Villeneuve started from Toulon on his West India excursion, March 31, and was discovered at 8 A. M. on that day by the Active and Phœbe. The latter frigate, commanded by the Hon. T. B. Capel, conveyed the intelligence to Nelson. Captain Moubray stood to the S. W., on a parallel with the enemy, but lost sight of them during the ensuing night.

‡ The frigate alluded to above was boarded through the stern-windows by Lieutenants George Wickens Willes and Walter Croker, who laid a train to her magazine, which caused her immediate destruction. Mr. Arbuthnot, the British Ambassador, then on board the Royal George, witnessed the Active's conduct, and afterwards paid her commander some very flattering compliments on the occasion.

the service entrusted to him was worthy of the reputation which he has long since so justly and generally established. The terms of approbation in which the Rear-Admiral relates the conduct of Captains Dacres, Talbot, Harvey, and Moubray, which, from my being under the necessity of passing the Point of Pesquies before the van could anchor, he had a greater opportunity of observing than I could, cannot but be highly flattering; but I was a more immediate witness to the able and officer-like conduct which Captain Moubray displayed in obedience to my signal, by destroying a frigate with which he had been more particularly engaged, having driven her on shore on the European side, after she had been forced to cut her cables, from under the fire of the Pompée and Thunderer. The 64 having run on shore on Pesquies Point, I ordered the Repulse to work up and destroy her; which Captain Legge, in conjunction with the boats of the Pompée, executed with great promptitude and judgment."

It will be seen by Sir W. Sidney Smith's letter, already alluded to, that as circumstances rendered it impracticable at the moment to effect the entire destruction of the formidable battery on Point Pesquies, orders were given by that officer to Captain Moubray to remain there for the purpose of completing its demolition. This service was effectually performed by a party commanded by Lieutenants W. F. Carroll and S. Arabin, of the Pompée, and Lieutenant Laurie, R. M., under the protection of the Active.

Returning through the Dardanelles, in company with the fleet, March 3, 1807, the Active received a granite shot weighing 800 pounds, and measuring six feet six inches in circumference, which passed through her side two feet above the water, and lodged on the orlop-deck, close to the magazine scuttle, without injuring a man. The aperture made by it was so wide, that Captain Moubray on looking over the side to ascertain what damage it had done, saw two of his crew thrusting their heads through at the same moment. Had there been a necessity for hauling to the wind on the opposite tack, she must have gone down. The Active, during the whole of these operations, had only 8 men wounded, one of whom, the Boatswain, mortally.

After cruising for some time in the Archipelago where he had been left by Sir John T. Duckworth, on that officer's departure for Egypt, Captain Moubray proceeded with his former guest, the Russian Ambassador, to Malta, where the Active underwent the necessary repairs. We next find him

employed in the Adriatic, and assisting at the capture of the Italian brig of war, Friedland, mounting sixteen long 12-pounders, on board of which was embarked Commodore Don Amilcar Paolucci, Commander-in-Chief of the Italian marine, and a Knight of the Iron Crown. He was subsequently appointed to the Montagu, 74, and served in that ship at the reduction of Santa Maura by the naval and military forces under Captain (now Sir George) Eyre, and Brigadier-General Oswald. The former officer, by whom he had been authorized to treat with the French Governor for the surrender of the island, in writing to the Commander-in-Chief, warmly acknowledged the assistance he had received from Captain Moubray, "and his unremitting attention to every piece of duty that was going forward," particularly during the time that he was himself on the opposite side of the island. In addition to this public mark of approbation, Captain Moubray had the gratification of receiving the personal thanks of the Brigadier and Captain Eyre; a copy of which we have unfortunately mislaid, but still hope to be able to insert in the *addenda*. The Montagu on this occasion had 4 men killed and 21 wounded *.

Soon after this event, our officer, in company with General Oswald, visited Ali Pacha at his palace at Prevesa, and was presented by that celebrated chieftain with a superb pair of Albanian pistols. Early in 1811, he exchanged into the Repulse, of 74 guns; and from that period, till towards the conclusion of the war, was chiefly employed with the in-shore squadron off Toulon. At the latter end of May, 1812, when an attempt was about to be made by a detachment from Sir Edward Pellew's fleet to take the town of Ciotat by a *coup-de-main*, and thereby obtain possession of the shipping lying in the mole of that place; the Repulse was attached to the

* Santa Maura is one of the Seven Islands, lying contiguous to the coasts of Albania and the Morea. They extend from north to south, to the distance of about 300 miles, and are of great political importance, serving as so many outposts to watch the fluctuating proceedings of the Turkish government. Corfu, which is the principal, commands the commerce of the Levant. They were formed into a republic in March 1800, by virtue of a treaty between the Russians and Turks, who had wrested them from the French in the preceding year.

squadron under the orders of Rear-Admiral Hallowell, and selected to conduct the boats to the coast, cover the landing of the marines intended for that service, and then attack the sea defences. The boats reached the point of debarkation by day-break on the 1st June; but the wind unfortunately failed before the whole of the squadron could enter the bay, and the enemy being alarmed, the enterprise was necessarily abandoned. A party of seamen and marines, however, sent from the Kent, 74, and other ships of the detachment, after some skirmishing with a body of French troops, succeeded in destroying a fortification on the island of Veske. The Kent, in the mean time, being engaged with the enemy's batteries, had 2 men killed and 8 wounded. One of the former, Lieutenant Robert Watson, a young officer of great professional merit, fell when in the act of pointing a gun, to which he had affixed a *sight* of his own contrivance, and died regretted by all who had the honor of his acquaintance.

On the 2d May, 1813, Captain Moubray being off the port of Morjean, in company with the Volontaire and Undaunted frigates, and Redwing sloop of war, observed the enemy actively employed in preparation for remounting cannon on two batteries which had some time previous thereto been taken and dismantled by a detachment landed from the latter vessels *. Viewing the importance of this situation as a place of protection to the coasting trade, he caused 100 marines of the Repulse, under the command of Captain Lunis, to proceed, in conjunction with those of the frigates, for the purpose of destroying the works, whilst the boats should bring out some vessels that were in the harbour. The whole, under the direction of Lieutenant Isaac Shaw, of the Volontaire, whose local knowledge rendered him peculiarly qualified to conduct the enterprise, covered by the fire of the Redwing, and launches with carronades, were landed, and drove the enemy to the heights in the rear, where he was kept in check until the vessels were secured, and the batteries, on which were found nine gun carriages, and a 13-inch mortar, blown up, and completely destroyed. This service was performed with the loss of 2 men killed, and 4, including Lieutenant

* See Hon. GEORGE G. WALDEGRAVE, in our next volume.

Shaw, wounded. The enemy had 12 men killed, and several taken prisoners.

In the month of August following, the Repulse, in company with l'Aigle frigate, fell in with some small trading vessels near Vernazza, in the Gulf of Genoa: one laden with iron ore, and another with sulphur were taken; but the remainder having sought refuge in the harbour, it was necessary, in order to get at them, to take possession of that town: this was accomplished by anchoring the ships close to it, and landing the marines, who, driving the enemy's troops out, occupied it, whilst a considerable body, hastening from the neighbourhood to its relief, were kept back by the fire of the ships, until the French vessels were burnt, their crews having previously scuttled them. The enemy lost several men in this little affair, which was admirably conducted by Lieutenant Harris, of the Repulse, and fortunately without a casualty on the part of the British. The royal marines, led by Captain Innis and Lieutenant Dixie, behaved in their customary gallant manner.

Early in 1814, Captain Moubray escorted a fleet of merchantmen from Malta to England; and in the month of June following, paid the Repulse off at Plymouth. He was nominated a C. B. June 4, 1815; and advanced to the rank of Rear-Admiral, July 19, 1821.

Our officer married, Jan. 5, 1815, Emma, daughter of William Hobson, of Markfield, co. Middlesex, Esq., by whom he has three children. His brother, Lieutenant Colonel Robert Moubray, is the present proprietor of the estate of Cockairny, which has been in this family, descending in regular succession from father to son, for several centuries.

Residence.—Otterston, near Aberdour, Fifeshire.

HENRY RICHARD GLYNN, Esq.

Rear-Admiral of the Blue.

This officer was a Lieutenant in 1790; served as such on board the Royal George, a first rate, bearing the flag of the late Lord Bridport, in the actions of June 1, 1794, and June 23, 1795 *; and subsequently commanded the Scourge sloop of war, in which vessel he captured la Furet, French privateer of 10 guns and 50 men, and continued until promoted to the rank of Post-Captain, April 10, 1797. Towards the conclusion of the war, he was appointed to the Amethyst frigate; and during some part of the late contest, commanded the Vanguard, of 74 guns, on the Baltic station. He was advanced to the rank of Rear-Admiral, July 19, 1821. Mrs. Glynn died, Dec. 7, 1821.

JOHN BLIGH, Esq.

Rear-Admiral of the Blue; and a Companion of the most honorable Military Order of the Bath.

This officer, descended from an ancient and respectable family, resident for several generations at Loo in Cornwall, is a son of Captain John Bligh, R. N., who died in 1794, and nephew of the late gallant Admiral Sir Richard Rodney Bligh, G. C. B.† His grandfather, Richard Bligh, Esq. was also in the navy, and served as a Lieutenant of the Rainbow frigate, with Captain (afterwards Lord) Rodney, in 1749.

Mr. Bligh was born in Aug. 1771; went to sea in 1782, and from that period served as a Midshipman in the West and East Indies till 1791, when he was promoted by Commodore Cornwallis to the rank of Lieutenant, in the Thames frigate. His next appointment was in 1792, to the Lizard, of 28 guns;

* See p. 246.

† An account of the memorable defence made by Sir R. R. Bligh, when Captain of the Alexander, 74, against a French squadron, consisting of five ships of the line, three frigates, and one brig, will be given under the head of Commander James Godench, in our third volume.

from which ship he removed at the commencement of the French revolutionary war, into the Courageux, 74, commanded by the present Lord Radstock, with whom he proceeded to the Mediterranean, where he was employed in a variety of service, particularly at the attack made by Commodore Linzee upon St. Fiorenzo *, and in the batteries at Toulon.

We next find Mr. Bligh serving as first Lieutenant of the Barfleur, a second rate, bearing the flag of Rear-Admiral Waldegrave, in which ship he continued for a period of two years, and bore a part in the memorable battle off Cape St. Vincent †; soon after which glorious event he was advanced to the rank of Commander, in the Kingfisher sloop of war, stationed off the coast of Portugal, where he captured le General, a French privateer, of 14 guns, pierced for 18, and 104 men. His post commission bears date April 25, 1797.

From this period, till May 1800, Captain Bligh commanded in succession, the Latona frigate; Romney, of 50 guns; and Agincourt, 64, bearing the flag of Vice-Admiral Waldegrave, on the Newfoundland station. In May, 1801, he was appointed to the Theseus, 74, forming part of the fleet off Ushant, under Admiral Cornwallis, with whom he served till Feb. 1802, when he sailed for Jamaica with a squadron of observation, commanded by the late Sir George Campbell.

On the 8th Sept. 1803, our officer, who ever since the renewal of hostilities had been actively employed in the blockade of Cape François, finding it impossible to prevent small vessels from supplying that place with provisions from the north side of St. Domingo, as long as the enemy remained in possession of Port Dauphin, resolved to make some efforts for the reduction of the latter, and the capture of a ship of war lying there. For this purpose he proceeded to Manchemel Bay, placed the Theseus within musket-shot of Fort Labouque, at the entrance of the harbour, and after cannonading it for

* See p. 250.

† In our memoir of Lord Radstock, at p. 62, we have given the copy of a letter which that officer received from Sir John Jervis, thanking him for his conduct in the battle with the Spanish fleet; we should have added, that he also received a note from the heroic Nelson, accompanied by the sword of the second Captain of the St. Nicholas, as a proof of his esteem for the noble manner in which he conducted himself.

about half an hour, had the satisfaction of seeing the enemy's colours hauled down.

Another fort in the harbour, and the ship, being the next objects of Captain Bligh's attention, the Theseus entered the port with the assistance of the boats; and having fired a few shot at the ship of war, she also struck her colours, and proved to be la Sagesse, of 28 guns.

The Commandant, conceiving the place to be no longer tenable after the loss of the ship, and apprehensive of being exposed to the rage of the Blacks, whom he considered a merciless enemy, claimed British protection, and surrendered the fort and garrison at discretion. Having spiked the guns and destroyed the ammunition, the troops and inhabitants, many of whom were sickly, were embarked, and landed under a flag of truce at Cape François. Being informed by the prisoners that their General, Dumont, and his *suite*, had fallen into the hands of the Blacks, and that they were in the most imminent danger, Captain Bligh was induced, from motives of humanity, to solicit their pardon from the chief of the people; and he had the gratification of having his request immediately complied with.

On the 18th Nov. following, Cape François surrendered to the Blacks, who agreed to allow the French garrison ten days to complete the evacuation. On the 30th, the colours of the former were displayed at the forts, which induced the senior officer of the British squadron * to despatch Captain Bligh to ascertain the sentiments of their leader respecting the garrison. On entering the harbour, Captain Bligh met Commodore Barré, who entreated him to go on board one of the French frigates, and enter into some capitulation, which would have the effect of putting them under the protection of Great Britain, and prevent the Blacks from sinking the ships as they had threatened, and were preparing to do. With this request he immediately complied, and then hastened to inform General Dessalines that all the vessels in the harbour had sur-

* Captain John Loring, of the Bellerophon, who commanded the squadron employed in the blockade of St. Domingo, died at Fareham, in Hampshire, Nov. 9, 1808. He was a most zealous, brave, and humane officer. At the time of his demise he commanded the district of Sea Fencibles from Emsworth to Calshot.

rendered to the English; adding a request that he would give orders to prevent firing on them, which, after some hesitation, was reluctantly complied with. The prizes thus taken were two 40-gun frigates, a brig of war, an armed schooner, and twenty-two sail of merchantmen, partly laden. General Rochambeau who commanded the French garrison, appears on this occasion to have pursued a very extraordinary line of conduct, having proposed to surrender the place to the British at the moment when he had concluded a capitulation with his black opponent, Dessalines.

In the following month, Captain Bligh assumed the command of a squadron, consisting of the Theseus, Hercule, and Vanguard, 74's, Blanche and Pique frigates, and Gipsey schooner, with which he proceeded to attack Curaçoa. Having landed a body of 700 men, he took possession of the height of Amsterdam, where he remained twenty-eight days, erected batteries, and fired away every eighteen-pound shot in the squadron. Although this expedition was not attended with the desired success, every thing was done by himself and the officers and men under his orders, which bravery and human foresight could suggest. The party was re-embarked on the 25th Feb. 1804, with the loss of 18 killed and 43 wounded.

In the ensuing month of July, Captain Bligh was appointed by Sir John T. Duckworth to the Surveillante, one of the frigates taken at Cape François, in which he cruised with considerable success, capturing several privateers, and upwards of forty sail of merchant vessels. Previous to his departure from the West Indies, he landed with his crew, under cover of the night, on the Spanish island of St. Andreas, of which he obtained complete possession, and made the Governor and garrison prisoners of war. He returned to England with two hundred sail under his convoy, the whole of which arrived in safety in the Downs. The Surveillante was paid off at Deptford, Sept. 30, 1806.

Captain Bligh's next appointment was, in March, 1807, to the Alfred, 74; and in that ship we find him serving under Admiral Gambier at Copenhagen, where he superintended the landing of the army, ordnance, stores, &c. On his return from thence, he was placed under the orders of Sir Charles Cotton, with whom he served upwards of a year, on the coast of Portugal.

Early in July, 1808, the Commander-in-Chief received a despatch from the patriotic inhabitants of Figueiras, containing a request for assistance; in consequence of which he immediately sent the Alfred, with a detachment of marines from the squadron, to secure that post, and confer with the constituted authorities upon the best means of carrying into effect the virtuous, manly, and energetic efforts at that time generally manifested throughout the kingdoms of Spain and Portugal, for the purpose of restoring the lawful governments, and emancipating those countries from French oppression. On the 9th of that month, Captain Bligh landed at the head of 500 marines, and by his zeal and ability rendered the place tenable till the arrival of the army under Sir Arthur Wellesley in Mondego Bay, where he assisted at its debarkation, with great advantages of local knowledge. He also superintended the landing of the different brigades which afterwards arrived under the Brigadier-Generals Anstruther and Acland; the former near Peniche, the latter at Maceira; and was in the glorious battle fought at Vimeira Aug. 21, on which occasion the enemy lost nearly 4,000 men, besides 21 pieces of cannon; while the British had only 720 men killed, wounded, and missing. This event, as is well known, led to the evacuation of Portugal by the French troops, and the surrender of the Russian squadron, which had been so long blocked up in the Tagus *, and with which Captain Bligh soon after returned to England.

On the 14th Jan. 1809, Captain Bligh was appointed *pro tempore* to the Revenge, 74; in which ship, being on his way to join the squadron stationed off l'Orient, he fell in with and was chased by eight French line-of-battle ships, two frigates, and a brig. He, however, succeeded in forming a junction with Sir John P. Beresford, whose spirited conduct in daring them to battle, has already been noticed at p. 667. On the 28th Feb., Captain Bligh removed into the Valiant, another third-rate, employed under Rear-Admiral Stopford in the blockade of Basque Roads, to which anchorage the enemy had retired; and from whence a successful attack was made upon them by a division of Lord Gambier's fleet, preceded by fire vessels, in the ensuing month of April.

* See p. 432.

The following is a copy of his Lordship's official letter, relative to the memorable affair in Aix Roads:—

"*Caledonia, at anchor in Basque Roads, April* 14

"Sir,—The Almighty's favor to his Majesty and the nation has been strongly marked in the success he has been pleased to give to the operations of his Majesty's fleet under my command; and I have the satisfaction to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the four ships of the enemy named in the margin*, have been destroyed at their anchorage; and several others, from getting on shore, if not rendered altogether unserviceable, are at least disabled for a considerable time. The arrangements of the fire-vessels, placed under the direction of Captain the Right Hon. Lord Cochrane, was made as fully as the state of the weather would admit, according to his lordship's plan, on the evening of the 11th inst.; and at eight o'clock the same night, they proceeded to the attack, under a favorable strong wind from the northward and flood tide (preceded by some vessels filled with powder and shells, as proposed by his lordship, with a view to explosion), and led on in the most undaunted and determined manner by Captain Wooldridge in the Mediator fire-ship, the others following in succession; but owing to the darkness of the night, several mistook their course, and failed.

"On their approach to the enemy's ships, it was discovered that a boom was placed in front of their line for a defence: this, however, the weight of the Mediator soon broke, and the usual intrepidity and bravery of British seamen overcame all difficulties; advancing under a heavy fire from the forts in the Isle of Aix, as well as from the enemy's ships, most of which cut or slipped their cables, and from the confined anchorage got on shore, thus avoided taking fire.

"At day-light the following morning, Lord Cochrane communicated to me, by telegraph, that seven of the enemy's ships were on shore, and might be destroyed. I immediately made the signal for the fleet to unmoor and weigh, intending to proceed with it to effect their destruction. The wind, however, being fresh from the northward, and the flood tide running, rendered it too hazardous to run into Aix Roads, from its shallow water; I therefore anchored again at the distance of about three miles from the forts on the island.

"As the tide suited, the enemy evinced great activity in endeavouring to warp their ships (which had grounded) into deep water, and succeeded in getting all but five of the line towards the entrance of the Charente, before it became practicable to attack them.

"I gave orders to Captain Bligh of the Valiant to proceed with that ship, the Revenge, frigates, bomb, and small vessels named in the margin†, to

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* Ville de Varsovie, of 80 guns; Tonnerre, of 74 guns; Aquilon, of 74 guns; and Calcutta, of 56 guns.

† Indefatigable, Aigle, Emerald, Pallas, Beagle, Ætna bomb, Insolent, Conflict, Encounter, Fervent, and Growler gun-brigs.

anchor near the Boyart shoal, in readiness for the attack. At twenty minutes past two P. M. Lord Cochrane advanced in the Impericuse, with his accustomed gallantry and spirit, and opened a well-directed fire upon the Calcutta, which struck her colours to the Impericuse: the ships and vessels above-mentioned soon after joined in the attack upon the Ville de Varsovie and Aquilon, and obliged them, before five o'clock, after sustaining a heavy cannonade, to strike their colours, when they were taken possession of by the boats of the advanced squadron. As soon as the prisoners were removed, they were set on fire, as was also the Tonnerre a short time after by the enemy.

"I afterwards detached Rear-Admiral the Hon. Robert Stopford in the Cæsar, with the Theseus, three additional fire-ships (which were hastily prepared in the course of the day), and all the boats of the fleet, with Mr. Congreve's rockets, to conduct the further operations of the night against any of the ships which lay exposed to an attack. On the morning of the 13th, the Rear-Admiral reported to me, that as the Cæsar and other line-of-battle ships had grounded, and were in a dangerous situation, he thought it advisable to order them all out, particularly as the remaining part of the service could be performed by frigates and small vessels only; and I was happy to find that they were extricated from their perilous situation. Captain Bligh has since informed me, that it was found impracticable to destroy the three-decked ship, and the others which were lying near the entrance of the Charente, as the former, being the outer one, was protected by three lines of boats placed in advance from her. This ship, and all the others, except four of the line and a frigate, have now moved up the river Charente. If any further attempt to destroy them is practicable, I shall not fail to use every means in my power to accomplish it.

"I have great satisfaction in stating to their Lordships, how much I feel obliged to the zealous co-operation of Rear-Admiral Stopford, under whose arrangement the boats of the fleet were placed; and I must also express to their Lordships, the high sense I have of the assistance I received from the abilities and unremitted attention of Sir Harry Neale, Bart. the Captain of the fleet, as well as of the animated exertions of the Captains, officers, seamen, and marines under my command, and their forwardness to volunteer upon any service that might be allotted to them, particularly the zeal and activity shewn by the Captains of line-of-battle ships in preparing the fire-vessels. I cannot speak in sufficient terms of admiration and applause of the vigorous and gallant attack made by Lord Cochrane upon the French line-of-battle ships which were on shore, as well as of his judicious manner of approaching them; and placing his ship in the position most advantageous to annoy the enemy, and preserve his own ship, which could not be exceeded by any feat of valour hitherto achieved by the British navy.

"It is due to Rear-Admiral Stopford and Sir Harry Neale, that I should here take the opportunity of acquainting their Lordships of the handsome and earnest manner in which both these meritorious officers had volunteered their services, before the arrival of Lord Cochrane, to undertake an

attack upon the enemy with fire-ships; and that, had not their Lordships fixed upon him to conduct the enterprise, I have full confidence that the result of their efforts would have been highly creditable to them.

"I should feel that I did not do justice to the services of Captain Godfrey of the Ætna, in bombarding the enemy's ships on the 12th, and nearly all the day of the 13th, if I did not recommend him to their Lordships' notice; and I cannot omit bearing due testimony to the anxious desire expressed by Mr. Congreve, to be employed wherever I might conceive his services, in the management of his rockets, would be useful: some of them were placed in the fire-ships with effect; and I have every reason to be satisfied with the artillerymen and others who had the management of them, under Mr. Congreve's direction.

"The number of the killed, wounded, and missing of the fleet, I am happy to observe, is comparatively small. I have not yet received the returns of the number of prisoners taken, but conceive they amount to between four and five hundred.

"I have charged Sir Harry Neale with this despatch (by the Imperieuse), and I beg leave to refer their Lordships to him, as also to Lord Cochrane, for any further particulars of which they may wish to be informed. (Signed) "GAMBIER."

A list of the French ships in Aix Roads, previous to the attack on the 11th April, shewing the manner in which they were disposed of.

L'Ocean, 120 guns, Foudroyant, 80, and Cassard, 74, on shore under Fouras. Tourville, 74, aground in the river. Regulus and Jemappe, 74's, and a frigate, on shore under Madame. Tonnerre, 74, and Indienne frigate, burnt by the enemy. Ville de Varsovie, 80, Aquilon, 74, and Calcutta, 56, (the latter laden with flour and military stores) burnt by the British. Patriote, 74, and two frigates, lying in the Charente.

On the 3d Feb. 1810, Captain Bligh had the good fortune to capture the French frigate Cannoniere (formerly la Minerve, in the British service), laden with the spoil of the principal prizes which the enemy had taken in the East Indies during the three preceding years. She had been lent to the merchants of the Mauritius, for the purpose of transporting this valuable cargo to France, and was within a few hours sail of Belleisle when met by the Valiant.

In 1815, the insignia of a C. B. was conferred on Captain Bligh, as a reward for his active and unremitted services. He became a Rear-Admiral July 19, 1821.

Our officer married, first, 1798, Sarah, youngest daughter of Henry Sebastian Leeke, of Yaxley Hall, co. Suffolk, Esq.; and secondly, in 1809, Cecilia, youngest daughter of the late Governor Moultrie.

Residence.—Fareham, Hants.

SIR EDWARD HAMILTON, BART.

Rear-Admiral of the Blue; Knight Commander of the most honorable Military Order of the Bath; and a Knight by Patent under the Great Seal.*

THIS officer, whose family pedigree has already been given in our memoir of his brother, Vice-Admiral Sir Charles Hamilton, Bart., is the second son and youngest child of the late Sir John Hamilton, Bart., Captain R. N.; was born March 12, 1772, and may be truly called a son of Neptune, having first gone to sea at the age of seven years, with his father, who then commanded the Hector, of 74 guns, in which ship, and in the Ramillies of the same force, (Captain J. Moutray) he served on the West India station till 1781, during which time he was in one general action with the French fleet, and experienced the dreadful hurricane of 1780. On the return of peace, he was sent to the Royal Grammar School at Guildford, where he continued for a period of three years. In 1787, he went again to sea to complete his time as a Midshipman, and served until 1790 in the West Indies. At the period of the Spanish armament, we find him on board the Melampus frigate, commanded by the present Sir Charles Morice Pole, and stationed in the Channel. During the subsequent dispute with Russia, he served in the Victory, a first rate, bearing the flag of Lord Hood, who had been appointed Commander-in-Chief of a squadron destined for the Baltic. When this armament was dismantled, Mr. Hamilton went over to the University of Caen, in Lower Normandy, and afterwards travelled through part of France, visiting all the sea-ports along the coast. Soon after his return to England, he proceeded to Portugal, and visited all the ports in that kingdom. While he was thus acquiring a competent knowledge of foreign languages, he did not omit making such nautical observations, as might on a future emergency be of essential benefit to himself and his country.

* In addition to the insignia of K. C. B. Sir Edward wears the naval medal of merit.

At the commencement of hostilities against the French republic in 1793, Mr. Hamilton joined Earl Howe's flag-ship, the Queen Charlotte; and from her was appointed a Lieutenant of the Dido frigate, commanded by his brother.

In the course of the same year, the Dido being on a cruise off Norway, fell in with, and drove on shore, a French brig privateer, of 13 guns and 45 men. Sir Charles, confiding in that arduous spirit of enterprise which his brother had on every occasion manifested, sent him in a boat with only 8 men to take possession of her, which he succeeded in doing after a trivial opposition from her crew, who had been obliged to land before they could carry their intention of burning her into effect. He then landed, and after some resistance, compelled 13 of the Frenchmen to surrender, whom he brought off in triumph to the frigate.

The Dido being afterwards attached to the fleet under Lord Hood, in the Mediterranean, Lieutenant Hamilton was employed on shore at the reduction of Bastia, in Corsica, and afterwards commanded a party of British and Corsicans at the siege of Girilotte, a strong post near Calvi, against which he erected batteries within point-blank shot, and kept up an incessant fire until the enemy surrendered.

After performing this service, Mr. Hamilton was received by the Commander-in-Chief on board his flag-ship, the Victory, of which he soon became first Lieutenant. His advancement to the rank of Commander did not, however, take place so soon as he had reason to expect, Lord Hood being obliged to return to England for the re-establishment of his health. On the contrary, when that nobleman was unexpectedly ordered to strike his flag, in May 1795, Mr. Hamilton had the mortification to find himself reduced to be junior Lieutenant of the Victory; and thus all his hopes of promotion for a time vanished *.

Immediately after this event, the Victory was again ordered to the Mediterranean, where she arrived in time to take an

* For the information of our non-professional readers, it is necessary to observe that a Commander-in-Chief may appoint the junior commissioned officer, or any other, to be the first Lieutenant of the ship in which his flag is hoisted; but in private ships Lieutenants must take rank according to the seniority of their commissions.

active part in the action of July 13, 1795 *, on which occasion she carried the flag of Rear-Admiral Mann, and, with a few other ships of the van-division, bore the brunt of the enemy's fire, the centre and rear not being able to get up, owing to vexatious calms and baffling winds.

Towards the latter end of the same year Sir John Jervis hoisted his flag on board the Victory; and in January following, Lieutenant Hamilton was promoted to the rank of Commander, in the Comet fire-ship. In that vessel he was sent to the West Indies, where he served upwards of twelve months, without any opportunity to signalize himself. Having returned to Lisbon with despatches, he was there posted, June 3, 1797, into the San Josef, of 110 guns, from which ship he exchanged into the Surprise, a small frigate, mounting twenty-four 32-pounders, and eight 18-pounders (carronades) with a complement of 197 men †. From this period till the conclusion of the year, he was employed in escorting the trade to and from Newfoundland.

In July 1798, Captain Hamilton was ordered to convoy a fleet to Jamaica, where he arrived with his charge on the 3d Oct. He continued on that station till Jan. 20, 1800, and during that time was constantly engaged in the most active and hazardous services. The annoyance he gave to the enemy will readily be conceived when we state that he captured, burnt, or otherwise destroyed, upwards of eighty armed vessels and merchantmen; and that those which he preserved were sold for no less a sum than 200,000 pounds currency. At one time he chased a privateer and her prize into Laguna, on the north side of Cuba; and after having effected their destruction, was two days and nights in constant action with the batteries, the baffling winds and light airs preventing his clearing the port.

His achievement in boarding and cutting out the Hermione, of 44 guns, and manned with nearly 400 Spaniards, from the harbour of Porto Cabello, though surrounded by

* See p 159.

† The Surprise had been the French corvette Unité, taken in 1796. She was *unique*, in having a 36-gun ship's main-mast, with the fore and mizen-masts of a 28. This was a plan of Captain Hamilton's, and she appears not to have been complained of as a sailer.

200 pieces of cannon mounted on the batteries, stands unparalleled in our naval annals, as combining the most judicious disposition of attack with the most daring gallantry; and as we cannot be too minute in transmitting to posterity every particular relative to such glorious deeds of enterprise, we think it will be gratifying to our readers to blend in our narrative of this exploit many authentic and interesting facts, that do not appear in any of the official accounts that were published.

Towards the latter end of Oct. 1799, Captain Hamilton having received orders from Sir Hyde Parker, to cruise between the island of Aruba and Cape St. Roman, near the Gulf of Maracaybo, for the ship in question, which from information was said to be on the point of sailing for the Havannah through that channel, he immediately proceeded off Porto Cabello, and found the intelligence that had been received in every particular correct.

Notwithstanding the Hermione was moored head and stern between two very strong batteries at the entrance of the harbour, *the honor of his country and the glory of the British navy* were (as he emphatically expresses himself,) great inducements for him to make an attempt to cut her out. Accordingly, on the morning of the 25th Oct., after spending two days in reconnoitring and arranging his plan, he proceeded to the attack with a chosen band of 100 men.

Being discovered by two Spanish guard-boats, at the distance of three-quarters of a mile, the frigate had time to prepare for the encounter, and to discharge both her main-deck and forecastle guns, which were considerably depressed, and pointed to a centre. Two of the English boats, in the confusion, ran foul of the guard-boats, each mounting a long 12-pounder; but after some scuffle, and considerable delay, cleared themselves, and united in the attack. Captain Hamilton, with the Gunner, and 8 or 10 men from his boat, got first on board, and took possession of the forecastle without much resistance. The gig got up on the larboard bow, and came to the assistance of the Captain, under the command of the Surgeon, Mr. M'Mullen; the black cutter, commanded by a Lieutenant, was beaten off, and could not board on either gangway. The red cutter, under the orders

of the Boatswain, shared the same fate. The first Lieutenant was to have had the direction of cutting the bower cable, in the launch; and the jolly-boat, under the direction of the Carpenter, the stern cable: these boats had, besides their proper crews, (who were not to move out of them, but immediately to go a-head and take the ship in tow) as many boarders as they could stow.

Advancing aft, with an intention of getting to the general rendezvous, the quarter-deck, Captain Hamilton met with a furious opposition; and having several of his people wounded, he left the Gunner with about 12 men in charge of the starboard gangway, whilst with the Surgeon's party, he himself proceeded by the opposite side to the quarter-deck, and thus placed the enemy between the boarding parties. The quarter-deck was now most obstinately disputed (principally by the Spanish officers), for upwards of a quarter of an hour, and a dreadful carnage took place. Great numbers of the enemy were killed: some got down the after-ladder, and others jumped overboard; and in this part of the affair it was that Captain Hamilton received several wounds, to be hereafter noticed. The first Lieutenant had by this time boarded, and shortly after the acting Lieutenant of Marines, with his small party; and the cables being now cut, the boats under the direction of the second Lieutenant, went a-head, and with their hook-ropes took the ship in tow. The hands that were stationed for that purpose had let fall the fore and mizen topsails *, and every boat and man betook themselves, in conformity with the order and arrangements made prior to the attack, to the different services allotted to them.

Immediately after the quarter-deck was taken possession of, and the force of the assailants increased by the marines and others who had boarded from different boats, no time was lost in making an attack upon the main-deck; for which purpose the marine officer, Mons. de la Tour du Pin, and Surgeon, (Captain Hamilton, and Mr. Maxwell the Gunner, being at this time too badly wounded to make a part of the number,) followed the Spaniards down the after-ladder so immediately that they had not time to make any regular de-

* According to the plan of attack, six men were assigned to loose the above-mentioned sails; four to the former, two to the latter.

fence; and the constant fire which was kept up from those who remained upon deck, enabled those officers to carry their point after a most dreadful slaughter. The firing that was kept up on board by both parties, made it uncertain to those on shore who had possession of the ship; consequently they did not know when to begin their fire; and before the batteries opened, the Hermione, by means of the boats towing, and the sails, had considerably increased her distance from the shore. The forts commenced a tremendous cannonade nearly at the same instant; but the lightness of the wind prevented them from pointing their guns direct to the object, the smoke not clearing away for a considerable time after the discharge. Several shot struck the Hermione; one, a 24-pounder, passing through her under-water, obliged the captors to rig the pumps immediately, and it was with difficulty the leak was kept under by heeling the ship. The main and spring stays were both shot away; and there being a great head-swell, the mast was with difficulty secured. When the ship had been towed out of gun-shot of the batteries, the boats were called alongside: then, and not until then, had any of those people put their feet on board, being constantly employed towing, and greatly exposed to the enemy's fire. At noon on the same day, the whole of the prisoners were put into an American schooner, to be landed at Porto Cabello.

The future historian might doubt the credibility of the fact, were it not so well authenticated, that on this memorable occasion the assailants had no more than 1 officer, Mr. John Busey, acting Lieutenant, killed, and 12 officers and men wounded. Amongst the latter number was Captain Hamilton, who, besides a tremendous blow from the butt-end of a musket, which broke over his head and knocked him down senseless on the deck, received a severe wound by the cut of a sabre on the left thigh, another by a pike in the right thigh, and a contusion on the right shin bone by a grape-shot; one of his fingers was much cut, and his loins and kidneys so much bruised as at times to require the highest medical advice and assistance: it is also to be lamented, that he still occasionally suffers considerable pain from these last bruises.

As generosity and humanity are generally allied to true courage and magnanimity, we cannot resist in this place giv-

ing a trait of our officer's conduct in this respect. He rewarded the seamen who so much distinguished themselves on the above occasion, by dividing amongst them no less a sum than 500*l.* of his own share of prize-money; thus setting a noble example of valor and liberality, which has ever its due influence on the minds and hearts of British seamen *.

Captain Hamilton's extraordinary gallantry and ability made a deep impression on the public mind. His late Majesty, as a token of approbation, was graciously pleased to create him a Knight, by letters patent under the Great Seal, and honored him with the naval gold medal of Merit. The House of Assembly voted him a sword value 300 guineas, and the Common Council of London the freedom of that city.

In the month of April, 1800, Sir Edward Hamilton, returning home in the Jamaica packet, for the cure of his wounds, was captured by a privateer, and carried into a French port; from whence he was sent to Paris, where he remained six weeks, and was taken particular notice of by Buonaparte, who at length agreed to his being exchanged for six Midshipmen.

On the 25th Oct. 1800, being the anniversary of the above-mentioned exploit, Sir Edward, by special invitation, dined at the Mansion House; and the Chamberlain of London having delivered to him the freedom of the city in a gold box value 50 guineas, communicated to him in a very appropriate speech, the thanks of the Corporation for his conduct in an action which, to use the language of his Commander-in-Chief, Sir Hyde Parker, "*must ever rank among the foremost of the gallant actions executed by our Navy.*"

About this period, Earl Spencer, then at the head of the Admiralty, in consideration of the number and severity of Sir Edward Hamilton's wounds, gave directions for a pension of 300*l.* per annum to be settled on him for life; but our officer's near relative, the late Marquis of Abercorn, recommend-

* Soon after the above brilliant affair, and subsequent to Captain Hamilton's departure for England, a seaman who had belonged to his boat's crew was taken up as a deserter from the Swallow sloop of war, and tried by a Court-Martial. At his trial it appeared in evidence that he had saved his gallant leader's life, when lying on the Hermione's quarter-deck disarmed. The Court, considering the mitigating circumstance in his favor, thought proper to recommend him to mercy; and the sentence of three hundred lashes, ordered to be inflicted, was remitted.

ed him by no means to accept it; stating as a reason, that he had already *enriched himself by prize-money;* and that it might be made an excuse for not employing him actively. A short time after, Admiral Lord Hood, who ever had the interest of the navy at heart, called at his former Lieutenant's house, and finding him at home, said, "Sir Edward, I hear you have refused a pension for your wounds, and in doing so, I think you have done an injustice to the service; for recollect, that other officers may not have had the good fortune which you have met with; and this will be a precedent for refusing pensions to those who may be similarly wounded, *without losing a limb.*" Sir Edward's reply was strictly in unison with his well-known character: "*My Lord, I have applied again for service, and I am more desirous of putting into execution a plan I have given in to Lord Spencer, than receiving a pension.*" Here the conversation ended, and his Lordship took leave. Shortly after this, in an interview with Earl Spencer, that nobleman offered Sir Edward an addition to his armorial bearings, which he also declined. The Earl then expressed his regret that Sir Edward's standing on the list of Post-Captains would not admit of his soliciting higher honors for him.

Our officer's next appointment was to the Trent, a fine 36-gun frigate, in which he continued during the remainder of the war, occasionally commanding a small squadron employed in the blockade of Havre de Grace, Cherbourgh, and St. Maloes. Whilst on that service, he captured and destroyed several of the enemy's privateers and merchantmen, and completely stopped the coasting trade on the northern shores of France.

On the 3d April, 1801, Sir Edward Hamilton discovered a large ship under the protection of two armed vessels, proceeding from Brehat to Plampoul, and immediately despatched the Trent's boats to attack them. The armed vessels, after sustaining a severe conflict, supported by an incessant fire from five batteries, were driven on the rocks, and destroyed. The ship was taken possession of in the most spirited manner, and found to be laden principally with corn. Two Frenchmen were lying dead on her decks, and several were drowned; the remainder effected their escape.

In the execution of this service, the Trent had but one

man killed; this was her Captain's coxswain, whose aged mother was afterwards placed in the workhouse of Mary-le-bone parish, and during the remainder of her life, allowed by Sir Edward half-a-crown per week to procure tea and sugar. She died about 1814. The only person wounded was Lieutenant Taite, of the Marines, who lost his right leg, and to whom, on the salvage money for the re-capture being paid, Sir Edward presented 100 guineas (one moiety of his own share), for the purchase of a sword. With the other half he bought a chronometer for his first Lieutenant, Mr. George Chamberlayne, who had conducted the enterprise.

During the greater part of the late war, the subject of this memoir commanded the Mary yacht. He was nominated a K.C.B. Jan. 2, 1815; appointed to the Prince Regent yacht, Dec. 7, in the same year; and created a Baronet of Great Britain, as a reward for his meritorious services, Dec. 8, 1818. His advancement to the rank of Rear-Admiral took place July 19, 1821.

Sir Edward Hamilton married, in Nov. 1804, a daughter of John Macnamara, of Langoed Castle, co. Brecon, Esq. and niece to Rear-Admiral James Macnamara, by whom he has issue.

Country-seat.—Trebinsham House, Breconshire, South Wales.

Town Residence.—38, Nottingham Place.

THOMAS BAKER, Esq.

Rear-Admiral of the Blue; a Companion of the most honorable Military Order of the Bath; and a Knight of the Order of Wilhelm of the Netherlands.

This officer was a Lieutenant at the commencement of the French revolutionary war (previous to which he had been in the East India Company's service); commanded the Fairy sloop, in 1797; and obtained post rank in the Princess Royal, a second rate, forming part of the Channel fleet, on the 13th June in the same year.

Early in 1799, Captain Baker was appointed to the Nemesis, of 28 guns; and in the summer of 1800, he was entrusted with the command of a small squadron, stationed in the

North Sea. On the 25th July, he fell in with the Freya, a Danish frigate, convoying several merchant vessels near Ostend. Captain Baker hailed her, and intimated his intention of sending a boat to examine them. The Danish commander replied, that if such an attempt was made, he would fire into the boat. Captain Baker, however, persisted, and the Freya immediately fired several shot, which missing the boat, struck the Nemesis, and killed 1 man. A most spirited action ensued, and lasted for about twenty-five minutes, when the Danish frigate being much crippled, and having 8 men killed and wounded, struck her colors. The whole of the vessels were then conducted into the Downs.

A question immediately arose between the British and Danish courts, on the right of searching neutral vessels *under convoy*; the former maintaining that armed vessels escorting fleets, afforded no security against their carrying illegal cargoes; and the latter asserting that such inspection was not warranted by precedent, the best assurance for such fleet containing no warlike stores being its sailing under the flag of the neutral country. A temporary adjustment of the affair was effected by Lord Whitworth, who had proceeded to Denmark, supported by a strong squadron under Vice-Admiral Dickson; notwithstanding which, a confederacy was formed by the northern powers against Great Britain, and the respective parties prepared for that state of warfare which was terminated by the battle off Copenhagen, on the glorious 2d April, 1801.

Captain Baker's next appointment was to the Phœbe, of 36 guns, on the Irish station; and on the renewal of hostilities against France, in 1803, he obtained the command of the Phœnix, of the same force, in which ship he had the good fortune, Aug. 10, 1805, to capture la Didon, a remarkably fine French frigate, of 44 guns and 330 men. The action commenced at 9h 15′ A. M., and lasted three hours, within pistol-shot. The superiority of la Didon's sailing, added to the adroit manœuvres of her commander, convinced Captain Baker of the skill and gallantry he should have to contend with, which was fully evinced by the stubborn defence of the ship, until she became a perfect wreck. The loss sustained by the Phœnix in this conflict was 12 kill-

ed and 28 wounded. That of the enemy, 27 killed and 44 wounded.

On the 4th Nov. in the same year, the Phœnix formed part of the squadron under Sir Richard John Strachan, at the capture of the four French line-of-battle ships that had escaped from the battle of Trafalgar; and to Captain Baker's skill and perseverance in keeping sight of the enemy, and leading into action, may, in some measure, be attributed the success of that day. The Phœnix on this occasion had 2 men killed and 4 wounded *. During the remainder of the war, our officer was actively employed in different ships, and on various stations. He was nominated a C. B. June 4, 1815, and a Colonel of Royal Marines, Aug. 12, 1819. His promotion to the rank of Rear-Admiral took place July 19, 1821.

Residence.—Walmer, Kent.

SAMUEL SUTTON, Esq.

Rear-Admiral of the Blue.

The subject of this sketch entered the naval service April 9, 1777, as a Midshipman, on board the Monarch, of 74 guns, commanded by the late Sir Joshua Rowley, Bart., with whom he afterwards removed into the Suffolk, Conqueror, and other ships, continuing to serve with that officer till the peace of 1783.

The Monarch formed part of the Channel fleet under Admiral Keppel, and had 2 men killed and 9 wounded in the action with M. d'Orvilliers, July 27, 1778 †. The Suffolk was attached to Vice-Admiral Byron's squadron in the conflict with d'Estaing, off Grenada, July 6, 1779, and on that occasion had 7 men slain and 25 wounded. The Conqueror's loss in the battles between Rodney and de Guichen, off Martinique, in April and May 1780 ‡, amounted to 87 killed and

* See p. 289. † See note †, at p. 195.

‡ See note at p. 104, *et seq.* N. B. Mr. Sutton's patron was at this time a Rear-Admiral of the Red. He had previously, when in the command of a detached squadron, taken three French frigates, carrying in the

wounded; among the latter was her commander, Captain G. Watson, who lost an arm and died soon after.

At the conclusion of the war with the American colonies, Mr. Sutton was appointed first Lieutenant of the Preston, a 50-gun ship, bearing the flag of Rear-Admiral Rowley, at Jamaica, from whence he was soon after compelled to return to England through ill-health. During the Spanish armament, we find him serving as signal officer of the Iphigenia frigate, one of the repeaters to the fleet then assembled under the orders of Lord Howe. In Jan. 1793, he joined the Culloden, 74, commanded by Sir Thomas Rich; and from that ship removed, Nov. 1794, into the Mars, another third rate, as first Lieutenant to the late Sir Charles Cotton.

The Mars was with Vice-Admiral Cornwallis when that officer effected the most masterly retreat, from an immensely superior French fleet, ever recorded in the annals of the British navy; and being the sternmost ship, sustained the brunt of the enemy's attack, but fortunately had not a man killed, and only 12 wounded; this event occurred June 16, 1795 *.

In the month of Sept. following, Lieutenant Sutton was promoted to the command of the Martin sloop of war; and in 1797, ordered to convey the Duc d'Angouleme from Leith to Cuxhaven; immediately after the performance of which service, he was advanced to post rank, by commission dated June 27. He subsequently commanded for a short period the Monarch, 74, bearing the flag of Sir Richard Onslow, in the North Sea; and in 1799, became Flag-Captain to Sir Charles Cotton, with whom he continued to serve in different ships till the commencement of 1801. He was then appointed to the Alcmene, of 32 guns, and in that frigate assisted at the capture and destruction of the Danish line of defence before Copenhagen, on the memorable 2d April †. The Alcmene on that glorious occasion had 5 men killed and 14 wounded. Captain Sutton subsequently removed into the Amazon, 38, as successor to the gallant Riou, who had fallen in the battle. His next appointment was to the Victory, a

whole 106 guns, and 527 men; and assisted at the capture and destruction of a convoy from Marseilles, consisting of eight vessels, mounting 162 guns, and manned with 890 men.

* See p. 354. † See note *, at p. 365, *et seq.*

first rate, fitting for the reception of Lord Nelson, who hoisted his flag on board her May 18, 1803, and sailed to assume the chief command in the Mediterranean, on the 20th of the same month.

On his Lordship's arrival off Brest, he removed into the Amphion frigate, leaving the Victory to communicate with Admiral Cornwallis. A few days after, Captain Sutton captured l'Ambuscade, a French frigate of 32 guns and 187 men, from St. Domingo bound to Rochefort.

The Victory re-joined Lord Nelson off Toulon on the 30th July, when Captain Sutton exchanged with the present Sir T. M. Hardy, into the Amphion frigate, in which he was very actively employed during the most important part of his Lordship's command on the Mediterranean station, and had the good fortune to assist at the capture of a Spanish squadron laden with specie, Oct. 5, 1804. The Amphion on this occasion was opposed to la Mercedes, the Spanish Admiral's second astern, which blew up with a tremendous explosion in less than ten minutes after the commencement of the action, and all on board, except 40 men, perished *. From this period we lose sight of Captain Sutton till July 19, 1821, on which day he was advanced to the rank of Rear-Admiral.

Residence.—Ditchingham Lodge, near Bungay, Suffolk.

SIR ROBERT LAURIE, BART.

Rear-Admiral of the Blue.

THIS officer, a son of the late Lieutenant-General Sir R. Laurie, M. P., was made a Lieutenant in 1790; and served in that capacity on board the Queen, of 98 guns, bearing the flag of Rear-Admiral Gardner, in Earl Howe's action, June 1, 1794 †, on which glorious occasion that ship had 36 men killed, and 67, including Lieutenant Laurie, wounded.

Some time after this event, our officer was promoted to the rank of Commander, and appointed to the Zephyr sloop, stationed in the North Sea. Towards the latter end of 1796, he received orders to proceed to the Leeward Islands,

* See p. 536. † See note at p. 75, *et seq.*

and on his passage captured la Refleche French privateer, of 12 guns and 67 men. In the month of February following, he was present at the reduction of Trinidad; and on the 17th July, in the same year, obtained the rank of Post-Captain. His next appointment was to the Andromache frigate, in which he was employed principally on the North American and Jamaica stations until the summer of 1804, when he was removed into the Cleopatra, of 32 guns, and subsequently ordered to Halifax.

On the 16th Feb., 1805, Sir Robert fell in with, pursued, and after an anxious chase, which continued throughout the night, and during the greater part of the next day, came to close action with la Ville de Milan, a French frigate of the largest class, mounting 46 guns, with a complement of 360 men, besides a number of troops passengers. The battle commenced at half past two P. M., both ships trimming sails, steering sometimes close to the wind, and at others about three points free, during which the Cleopatra had greatly the advantage. About five, having shot away the Frenchman's main-top-sail yard, she forged a-head, although the mizen-top-sail was a-back, and both jib-stay and haliards gone: finding neither fore nor main clue-garnets left to haul the courses up, the running rigging cut to pieces, so as to render it impossible either to shorten or back a sail, the main standing and spring-stays shot away, and the main-mast only supported by the storm-stay-sail-stay, Sir Robert was induced to cross the enemy's bow, and by hauling up to have raked him; but in the act of doing so an unfortunate shot disabled the wheel, and the rudder being choked at the same time by splinters, &c. the Cleopatra became ungovernable. The French commander, availing himself of her situation, with the wind upon his quarter, gave her the stem, running his head and bowsprit over the quarter-deck just abaft the main rigging, and under the cover of a heavy fire of small arms attempted to board, but was driven back. Most of the Cleopatra's sails lying partly a-back, and entangled as she was with so heavy a ship, going almost before the wind, and much sea running, Sir Robert saw no prospect of saving his vessel, or the numerous wounded men who were then below. He however directed the fore-top-mast-stay-sail and sprit-sail-top-sail to be set;

but owing to the destructive effects of the French musketry, his orders could not be carried into effect. At a quarter past five, the enemy succeeded in boarding, and the British colours were reluctantly hauled down. Immediately afterwards the Cleopatra became a perfect wreck, not a spar standing but the mizen-mast; and her commander fully expected she would have foundered before the ships could get clear of each other.

No language can do sufficient justice to the perseverance in the chace and gallant conduct of Sir Robert Laurie in bringing a ship of so superior a force into action *, and in maintaining it. La Ville de Milan was nearly double the size and force of the Cleopatra, being 1200 tons burthen, and carrying French 18-pounders on her main-deck; whereas the latter had only English 12-pounders, and 190 men, several of whom were on the sick-list. The following morning the French ship had only her fore-mast and bowsprit standing; and was otherwise so much cut up as to be incapable of offering the slightest resistance when fallen in with, six days after the action, by Captain Talbot of the Leander, a 50-gun ship, who also re-captured the Cleopatra †.

From this period, we find no mention of Sir Robert Laurie until the latter end of 1811, when he was appointed to the Ajax, of 74 guns, and soon after ordered to the Mediterranean, where he continued till towards the conclusion of the war. He was advanced to the rank of Rear-Admiral, July 19, 1821.

Residence.—Maxwelton, Dumfriesshire.

* La Ville de Milan was from Martinique, bound to France with despatches, and having orders not to speak to any thing during the passage; every effort was made to avoid being brought to action by the Cleopatra.

† The loss sustained by the Cleopatra in the action with la Ville de Milan, was 20 killed and 38 wounded; 2 of whom mortally, and 18 dangerously.

WILLIAM HALL GAGE, Esq.

Rear-Admiral of the Blue.

This officer is the sixth son of the late Hon. General Thomas Gage, Commander-in-Chief of the forces in North America, by Margaret, daughter of Peter Kemble, Esq., President of the Council of New Jersey *.

He was born Oct. 2, 1777; entered the naval service in 1789, as a Midshipman, on board the Bellona, a third rate, commanded by the present Admiral Bowen; and subsequently served under Captains Dickson, Alms, Montgomery, and Purvis, in the Captain 74, Proserpine and Inconstant frigates, and Princess Royal, of 98 guns, on the home station, at the Leeward Islands, at Jamaica, and in the Mediterranean. The latter ship bore the flag of Rear-Admiral Goodall in the actions of March 14, and July 13, 1795, the result of which was the capture of the Ca-ira, a French 80, and the Censeur and Alcide, 74's †.

From the Princess Royal, Mr. Gage was removed to the Bedford, 74, commanded by his former Captain, Montgomery, which ship was soon after ordered to England in company with several others, as convoy to the homeward bound trade. On the passage they fell in with and were attacked by the French Admiral Richery, who succeeded in cutting off the Censeur and many of the merchantmen ‡.

On his return to England, Mr. Gage appears to have joined the Lively, of 32 guns, Captain Lord Garlies. In that frigate he went back to the Mediterranean station with Sir John Jervis, by whom he was removed into the Victory, a first rate, and from her promoted to the rank of Lieutenant, in la Minerve, of 42 guns.

The "gallantry and zeal" displayed by Lieutenant Gage

* General Gage was the second son of Sir Thomas Gage, Bart., (created a Viscount in 1720) by Benedicta Maria Theresa, sole heiress of Benedict Hall, of High Meadow, co. Gloucester, Esq. The subject of this memoir is consequently an uncle of the present Lord Gage.

† See pp. 237, 254, and 340. ‡ See pp. 485 and 610.

in the actions fought by la Minerve with two Spanish frigates, when on her way to Porto Ferrajo with Commodore Nelson, in the month of Dec. 1796, was highly applauded by that hero, as will be seen by an extract from his official letter to the Commander-in-Chief, inserted at p. 521 of this volume; where the reader will also find an account of those actions, and the manner in which la Minerve was employed from that period until the close of the battle off Cape St. Vincent, Feb. 14, 1797.

On the 28th May in the latter year, Lieutenant Gage distinguished himself at the capture of la Mutine, a French corvette, cut out of the bay of Santa Cruz by the boats of the Lively and Minerve *. He was soon after advanced to the rank of Commander, and appointed to the Speedy sloop of war; but, as we have reason to believe, never joined that vessel. His post commission bears date July 26, 1797.

We next find our officer commanding the Terpsichore frigate, and accompanying a squadron sent under the orders of the present Sir T. B. Thompson, to take possession of some French vessels lying at Tunis; a measure adopted in consequence of a previous breach of neutrality committed there by the enemy and connived at by the Bey, who, with the duplicity so peculiar to his countrymen, appears also to have sanctioned, if not invited, this retributive proceeding on the part of the British. After executing the service on which it had been sent to Tunis, the squadron cruised about the Balearic Islands, and on the south coast of Spain, where it made several captures.

In May, 1798, when Sir Horatio Nelson was sent from the fleet off Cadiz to ascertain the object of an armament preparing by the enemy at Toulon and Genoa, the Terpsichore was placed under that officer's orders. She accordingly proceeded with him to the Gulf of Lyons; but unfortunately parted company there during a heavy gale of wind †, and being afterwards taken off the rendezvous by a senior officer, on the presumption that Nelson, from the disabled state of the ship bearing his flag, had been forced to return to an

* See Sir THOMAS MASTERMAN HARDY, in our next volume.

† See p. 181.

arsenal to refit; Captain Gage, to his great mortification, was prevented from re-joining the Rear-Admiral until some time after the battle in Aboukir Bay, although he had, in company with Captain Foote, discovered and closely reconnoitred the French fleet eleven days prior to that glorious event. Had the Seahorse and Terpsichore been able to form a junction with Nelson, it is more than probable that the Culloden would have avoided the accident which befel her *, and every ship of the enemy been captured.

Captain Gage was subsequently employed in the blockade of Malta †, and on various other services, till Feb. 1799, in

* See p. 483.

† The blockade of the island of Malta, which had been seized and garrisoned by Buonaparte when on his way to Egypt, was entrusted to the vigilance of Captain A. J. Ball, of the Alexander, 74; and is dated by Lord Nelson, in his memoir, as taking place from the 12th Oct. 1798. The state of the islands of Malta and Gozo on that day, with an account of the revolution that had taken place, is given in an interesting report which was sent to his Lordship. The French force in Malta then consisted of about 3000 soldiers and sailors, and of 100 Maltese; the only part of the inhabitants who would take up arms for the republicans. About 10,000 of the Maltese were armed; they had 23 guns on the island, of which 12 were mounted; they had also two gallies and four gun-boats. The French, in addition to their usual professions in the Gazette, had issued a manifesto declaring that they should consider the plate and riches of the church as sacred, promising neither to take nor request any thing: the very next morning, however, when the churches were opened for public worship, they began their plunder. The Maltese, injured and irritated beyond bearing, immediately flew to revenge themselves. Amongst the French whom they put to death, was a General-Officer who had been very active; with his wife they found a plan for entering all the towns in the island, murdering the strongest and richest of the inhabitants, and taking possession of the best houses. They also found a paper in which the various classes of the people were assigned different employments; 60 Maltese had been destined to bury the dead. About eight days previous to this event there had been an action between the French and Maltese, in which the former had lost 800 men, the latter had only 10 killed and wounded: it lasted between three and four hours. Above 50 of the enemy threw down their arms, and begged to join the islanders; but they were fired on indiscriminately with the others. The Maltese decapitated their victims on the spot, and carried their heads about the island with parsnips in their teeth, as the French had given out that they had no provisions at Malta but parsnips.

The island of Gozo contained 16,000 inhabitants; it surrendered by ca-

which month the King of Sardinia, finding it impossible any longer to endure the exactions of France, and the insults of the republican commissary, embarked on board a Danish frigate at Leghorn, and was escorted by the Terpsichore to Cagliari—that part of his dominions, which the maritime supremacy of England rendered a secure asylum. On the 23d June following, our officer captured the St. Antonio, a Spanish brig of war, mounting 14 guns, with a complement of 70 men.

We are not aware of the exact period at which Captain Gage returned to England; but in the summer of 1800, we find him assisting at the detention of a Danish frigate, in consequence of her commander refusing to allow some merchant vessels under his convoy to be searched by a British squadron. This affair created considerable discussion, and was one of the principal causes of an expedition being soon after sent to the Baltic *.

On the 21st July, 1801, the boats of the Doris, Beaulieu, and Uranie, to which latter ship Captain Gage had been appointed in the preceding spring, cut out la Chevrette, a French corvette, of 20 guns and 300 men, from under the batteries of Camaret, near Brest, and in presence of the combined fleets of France and Spain. This daring exploit stands as high in point of credit to the British arms, and glory to the officers and men who so nobly achieved it, as any of the kind ever performed. The particulars thereof will be given under the head of Captain Keith Maxwell, in our next volume.

The Uranie was paid off at Plymouth in May, 1802; and we have no farther mention of Captain Gage until July 1805, when he obtained the command of the Thetis, another fine frigate; in which, after serving for some time on the North Sea station, he was again sent to the Mediterranean, from whence he returned with Sir Arthur Paget, who had been on an embassy to the Ottoman Porte.

pitulation to the British squadron, sixteen days after the commencement of the blockade. Malta, as will be seen at p. 281, held out until Sept. 5, 1800.

* See note †, at p. 348, *et seq.*

Our officer's next appointment was to the Indus, a new 74, in which he served off the Scheldt, and in the Mediterranean, until the end of the war. His promotion to the rank of Rear-Admiral took place July 19, 1821.

Residence.—47, Dover Street, Piccadilly.

JOHN MAITLAND, Esq.

Rear-Admiral of the Blue.

This officer is the third son of the late Hon. Colonel Richard Maitland (uncle of the present Earl of Lauderdale *), by Mary, second daughter of John M'Adam, of Loudon, in Ayrshire, Esq., and a brother of the gallant Lieutenant-Colonel James Maitland, of the 75th regiment, who fell at the storming of Fort Barpoor, under General Lake, in 1805.

He entered the naval service at an early age; and in 1793, went to the West Indies as a Midshipman, on board the Boyne, of 98 guns, bearing the flag of Sir John Jervis, now Earl of St. Vincent, to whose favorable notice he soon recommended himself by his distinguished gallantry when serving on shore with a company of seamen, at the reduction of Martinique, Guadaloupe, &c.; but particularly at the storming of Fort Fleur d'Epée, April 12, 1794; on which occasion he was not only the first person who gained the rampart, but actually assisted the heroic Faulknor and several others up the steep parapet by which the party of sailors under that officer's orders entered the fort.

As soon as Captain Faulknor had collected about 30 men on the parapet, he dashed into the midst of the enemy, by

* The ancient and illustrious family of Maitland have been for many centuries lords of Thirlestane, and have produced many eminent characters in the annals of Scotland. Sir John Maitland was a Secretary of State in 1584, and created a Baron in 1590. His son and successor was successively raised to the dignities of a Viscount and an Earl; he died in 1645, leaving issue John, who enjoyed the distinguished confidence of Charles II., after the restoration, and was by that monarch created Duke of Lauderdale, and Marquis of March; which titles, together with an English Earldom and Barony, became extinct at his death, in 1682; but his brother succeeded as 3d Earl of Lauderdale, and from him is descended the officer of whose services we are about to present an outline.

two of whom he was attacked and nearly overpowered, when Mr. Maitland, and a seaman of the name of Daniel Lyons, flew to his relief, and buried their pikes in the bodies of his antagonists, at a moment when one of them, a French officer, was about to stab him as they lay struggling together on the ground. We have been told by a gentleman of indisputable veracity, that "no less than seven or eight of the enemy's garrison were slain that day by the hands of Mr. Maitland, whose extraordinary bravery and exertions" he himself had an opportunity of witnessing.

During the subsequent operations carried on in Guadaloupe, with a view of recovering that island from the French republicans, Mr. Maitland, then an acting Lieutenant of the Boyne, served on shore with the seamen, under the orders of Captain Robertson, and was engaged in repeated skirmishes with the enemy previous to the unsuccessful attack made upon Point à Pitre, when he succeeded to the command of the naval brigade, in consequence of all the officers senior to himself being either killed, wounded, or knocked up through excessive fatigue *.

* The reduction of the French colonies in the West Indies by the naval and military forces under Sir John Jervis and Sir Charles Grey, was completed by the surrender of Guadaloupe, April 22, 1794, on the same terms as had been previously granted to Martinique and St. Lucia. After putting those islands in the best possible state of defence, the Commander-in-Chief proceeded to St. Christopher's, from whence they were on the point of sailing for England, when intelligence reached them that an armament, consisting of two frigates, one corvette, two 44's armed *en flute*, and two other vessels, had arrived from France, under the direction of two commissioners from the national assembly, and landed a body of 1500 men on Grande Terre; and that after two unsuccessful efforts, the enemy had succeeded in carrying Fort Fleur d' Epée by storm.

The British commanders instantly determined to return to Guadaloupe, and the fleet accordingly pushed under a press of sail for Basse Terre, where the General was landed on the 7th June; and on the following day the Admiral anchored off Grozier, in the bay of Point à Pitre, from whence he had a view of the enemy's squadron lying in the harbour. From this period a variety of operations were carried on, attended with much hard fighting, till the night of July 1st, when the British were repulsed in an attempt made to obtain possession of the town of Point à Pitre, and thereby compelled to evacuate Grand Terre. An account of these operations will be given under the head of Commissioner ISAAC WOLLEY, in our next volume.

On the completion of his time, Mr. Maitland was confirmed in the rank of Lieutenant, and appointed to the Winchelsea frigate, commanded by Lord Gallies, now Earl of Galloway, with whom he had formerly served as a Midshipman, in the Sheerness, 44, on Channel service. Soon after his return to England, he removed with his Lordship into the Lively, of 32 guns.

On the 13th March, 1795, the Lively, commanded *pro tempore* by the late Sir George Burlton, being on a cruise off Ushant, fell in with, and after an action which lasted near three hours, captured la Tourterelle, a French frigate, mounting 30 guns, with a complement of 250 men, 16 of whom were killed and 25 wounded. The Lively had only 2 wounded, but sustained considerable damage in her sails and rigging, the former of which were much burnt by hot shot fired from her opponent. She had a few days before taken l'Espion corvette, of 18 guns and 140 men.

Towards the latter end of the same year, the Lively was ordered to the Mediterranean station, with the flag of Sir John Jervis, by whom Lieutenant Maitland was made a Commander, and appointed to the Transfer, a polacre-rigged ship, on the establishment of a sloop of war, but carrying only 8 guns.

Proceeding from Gibraltar to Elba, for the purpose of joining that vessel, our officer, then a passenger on board the Blanche frigate, bore a part in the action between that ship and a Spanish squadron; an account of which will be given under the head of Superannuated Rear-Admiral Preston, in our next volume. He was subsequently employed in the neighbourhood of Gibraltar, and from thence sent to convoy a number of light transports to Lisbon; but falling in with the enemy's fleet during a fog on the day preceding the battle off Cape St. Vincent, his charge was cut off, and the Transfer had some difficulty in effecting her escape.

Captain Maitland's next appointment was, in April 1797, to the Kingfisher, a fine brig, in which he cruised for some time on the coast of Portugal. Whilst on that station, an occurrence took place which, however painful to his feelings, afforded another opportunity for the display of that determined courage which he had been long known to possess. On

the 1st July, the crew of the Kingfisher, partaking of the same diabolical spirit which had already disseminated itself through a large portion of our navy, gave the first proofs of its having extended to the ships under the orders of Earl St. Vincent. Captain Maitland lost no time in adopting the most decisive measures for its suppression. Assisted by his officers and marines, he immediately rushed, sword in hand, amongst the mutineers, several of whom were killed and wounded in the affray, and the rest reduced to obedience, himself and his supporters, though greatly inferior in point of numbers, escaping unhurt. The Commander-in-Chief was so well pleased with his conduct on this alarming occasion, that he immediately posted him into the San Nicholas, one of the Spanish prizes at that period lying in the Tagus; and, it is said, was afterwards in the habit of recommending "*Doctor Maitland's recipe*," in the event of mutiny, to the rest of his fleet.

In consequence, we believe, of the handsome manner in which Earl St. Vincent represented the foregoing affair to the Board of Admiralty, Captain Maitland's post commission was confirmed by their Lordships on the 11th of the following month. He returned to England in the San Nicholas, and paid her off at Plymouth towards the latter end of the same year.

From 1800 to 1803, our officer commanded the Glenmore frigate, on Channel service. On the renewal of hostilities, he commissioned the Boadicea, of 38 guns, in which ship, being on his return from Ferrol, he fell in with the Duguay-Trouin, a French 74, and la Guerriere frigate, of 38 guns. Judging from their appearance, that they were armed *en flute*, and being aware that all the French ships returning from St. Domingo to Europe were in a very sickly state, he chased them for nearly 24 hours, and at length succeeded in bringing the former to close action; but very prudently hauled off on finding her to be fully manned and armed. Previous to his doing so, however, he had brought down the enemy's fore-top-sail-yard, and sent several shot between wind and water, which, according to the testimony of an Englishman, then a prisoner on board the 74, but who was afterwards liberated, compelled her to keep the pumps incessantly going during the ensuing

three days. The same person gave information that the French ships were from the West Indies, from whence they had sailed with only a sufficient quantity of stores and provisions on board to enable them to cross the Atlantic. This circumstance, together with their very rusty appearance, sufficiently accounts for Captain Maitland's mistake. Had they been troop-ships, as he expected, there can be no doubt that the Duguay-Trouin, unsupported as she was by her consort, would have been captured by him. The Boadicea on this occasion had not a man hurt, but her sails and rigging were much cut up; which will not be wondered at, when we state that she received two complete broadsides from her powerful antagonist, as they passed on opposite tacks.

A circumstance occurred about the same period (1803), which enabled Captain Maitland once more to evince his zeal for the public service. Being with the in-shore squadron off Brest, the Boadicea struck upon the rock Bas de Lis, which penetrated her bottom, and occasioned her to make so much water, that it was with difficulty she could be kept free, although assisted by 100 men sent with cistern pumps from the other ships. In this dangerous situation it was deemed necessary to send another frigate to escort her to Portsmouth, from whence she returned to her station in a perfect state of equipment, and joined the Channel fleet within eight days after the accident, three of which had been spent in dock. In the course of the same year, he captured the French national lugger le Vautour, of 12 guns, pierced for 16, and 92 men, commanded by a Lieutenant de Vaisseau, and having a Commissaire de Marine on board, charged with important despatches from General Rochambeau at Cape François, St. Domingo; a Dutch East Indiaman; three West Indiamen; and also made several recaptures.

In 1804, when the line-of-battle ships employed in the blockade of Rochefort, were called in to join the Channel fleet, the Boadicea was left alone to watch that port. While thus employed, the enemy made repeated attempts to drive her off by sending out a ship of the line and a frigate; but as they never ventured to chase farther than 10 or 12 leagues from the land, Captain Maitland, by tacking at the same time with them, succeeded in maintaining his station till the arrival of a

squadron under Sir Robert Calder, to relieve him from that arduous and important duty.

Early in 1805, we find our officer serving in the North Sea, where he made several captures, and was occasionally entrusted by Lord Keith with the command of a squadron of observation stationed off the Texel. In the summer of the same year, he was placed under the orders of Lord Gardner on the Irish station, where he cruised with considerable success against the enemy's armed vessels and merchantmen.

On the 2d Nov. in the same year, the Boadicea, being off Cape Finisterre, in company with the Dryad frigate, fell in with four French line-of-battle ships, which had escaped from the battle of Trafalgar under Rear-Admiral Dumanoir le Pelley. Hoping to lead the enemy into the track of a British squadron, he kept close to them, burning blue lights and firing rockets during the night; but owing to the weather becoming very thick, and the French ships altering their course, he unfortunately lost sight of them a short time after his signals had been perceived by Sir Richard Strachan, and he was thus prevented from sharing in the action which ended in their capture *.

Some time after this event, Captain Maitland, when cruising between Capes Clear and Finisterre, discovered a French frigate, which he chased for two days and a night, and gained upon so considerably as at one time to have her water-line in view. Unluckily, however, he lost sight of her on the evening of the second day; when, in consequence of the increasing darkness and his proximity to the shore, he was reluctantly obliged to abandon the pursuit. On his return to Plymouth to refit, he was informed by the Port Admiral, Sir William Young, that intelligence had been received of a French frigate having run a-shore, with all sails set, on Isle de Groais, near l'Orient; and as the Boadicea, on hauling off from the land, had sounded in 52 fathoms, and was by her reckoning within a very short run of that island, there can be no doubt it was the same vessel she had chased.

Early in the year 1807, Captain Maitland was suddenly despatched from Cork, with the Topaze frigate under his orders, to Davis's Straits, for the purpose of affording protection to

* See p. 289.

the whale fishery in that quarter. This service, uninviting as it is at all times, was peculiarly so to officers and men sent thereon without receiving the slightest intimation of their destination previous to the ship's leaving port *, consequently without being in the least prepared for such a change of climate. Returning from thence at the end of the season, Captain Maitland called at St. John's, Newfoundland, for the trade bound to Oporto, which he took under his protection; and finding, on his arrival off the latter place, that the French had just entered Portugal, he conducted his charge in safety to England.

The Boadicea was subsequently employed in the blockade of Havre, on which service she continued for a considerable period: but, with the exception of her capturing the General Concleux, a French privateer of 14 guns and 60 men, we meet with no incident requiring particular notice during the remainder of the time she was commanded by Captain Maitland, who left her in 1808.

Our officer's next appointment was, at the close of 1813, to the Barfleur, of 98 guns, in which ship he served with the Mediterranean fleet till the conclusion of the war. His advancement to the rank of Rear-Admiral took place on the day of his Majesty's coronation, July 19, 1821. He married, Jan. 8, in the preceding year, Dora, eldest daughter of Colthurst Bateman, of Bedford, co. Kerry, Esq.

Residence.—Bath.

STAIR DOUGLAS, Esq.

Rear-Admiral of the Blue.

This officer is a grandson of the late Sir John Douglas, of Kilhead, Bart. We are unable to give any further account of his services than that he served as a Midshipman during the American war, with his uncle, the late Captain Stair Douglas †; received his first commission as a Lieutenant from Lord Rodney; was promoted to the rank of Commander in the

* Captain Maitland sailed under sealed orders.

† Captain Stair Douglas commanded the Prince William of 64 guns, in the action between Sir Samuel Hood and the Count de Grasse, off Martinique, April 29, 1781; an account of which will be given under the head of Retired Captain John N. Inglefield, in our next volume.

Scorpion sloop of war, on the Jamaica station, in 1795; became a Post-Captain, Sept. 13, 1797; obtained the command of the Nymphe frigate, in 1800; and commanded the Bellona, of 74 guns, forming part of Lord Gambier's fleet on the memorable 11th April, 1809. His promotion to the rank of Rear-Admiral took place July 19, 1821. He married, July 1802, Anne, daughter of John Payne, of Stubington House, co. Hants, Esq.

Residence.—Ashling, near Chichester.

WILLIAM CUMING, Esq.

Rear-Admiral of the Blue; and a Companion of the most honorable Military Order of the Bath.

This officer, a native of Totness in Devonshire, went to sea at an early age; served twenty-three years as a Midshipman and Lieutenant; was made a Commander in 1795; commanded the Alliance store-ship, attached to the Mediterranean fleet, in 1796; and as a reward for his services on that station, was posted by Earl St. Vincent into his own flag-ship, the Victory, of 100 guns. His post-commission bears date Oct. 13, 1797.

In Jan. 1801, he obtained the command of the Russell, 74, and soon after accompanied the expedition sent against Copenhagen, where he assisted at the capture and destruction of the Danish line of defence, on the glorious 2d April *. Subsequent to his return from the Baltic, he was employed off Cadiz, under the orders of Sir James Saumarez.

On the renewal of hostilities in 1803, Captain Cuming was appointed to the Prince of Wales, a second rate, bearing the flag of Sir Robert Calder, with whom he continued to serve till that officer struck his flag in the autumn of 1805. During the remainder of the war he commanded in succession the Isis, of 50 guns, Sampson 64, and Bombay 74; the latter employed in the blockade of Toulon. He was nominated a C. B. in 1815, and advanced to the rank of Rear-Admiral July 19, 1821.

Residence.—Southbrent, Ashburton, Devon.

* See p. 368. N. B.—The Russell, although she accidentally grounded when proceeding to her station, was engaged from the first to the last of the battle; and, according to Lord Nelson's official letter, was so situated as to render essential service.

JAMES WALKER, Esq.

Rear-Admiral of the Blue; a Companion of the most honorable Military Order of the Bath; and a Knight Commander of the Portuguese Order of the Tower and Sword.

This officer is descended, on his father's side, from the old family of the Walkers of St. Fort, in Fifeshire, N. B.; and on that of his mother, from the noble and ancient family of Leslie, being the grandson of Alexander, fifth Earl of Leven and Melville. His entry into the naval-service appears to have been about 1776, as a Midshipman, on board the Southampton frigate, in which ship he served during a period of five years, principally on the Jamaica station, and in the grand fleet under Sir Charles Hardy. While in the West Indies, he was frequently employed in her boats attacking and cutting out vessels from under the enemy's batteries.

In Aug. 1780, the Southampton captured a French privateer, of 18 guns and 80 men. Mr. Walker was sent to assist in removing the prisoners; but before that service could be completely effected she suddenly sunk, and he remained a considerable time in the water before he could be rescued from his perilous situation. He was promoted to the rank of Lieutenant on the 18th June, in the following year.

Lieutenant Walker's first appointment was to the Princess Royal, a second rate; but as that ship was ordered to England, he exchanged into the Torbay, of 74 guns, then about to proceed to North America. He served in that ship, under Sir Samuel Hood, during the splendid operations at St. Christopher's *, and in the memorable engagement between Sir George B. Rodney and the Count de Grasse, April 12, 1782 †; on which latter occasion she had 10 men killed and 25 wounded.

In the month of October following, the Torbay being on a cruise off Hispaniola, in company with the London 98, and Badger sloop, fell in with, and after a most arduous chase,

* See Retired Captain J. N. Inglefield, in our next volume.

† See note at p. 35, *et seq.*

brought le Scipion, a French 74, to close action, which was maintained with very great bravery and skill by the French commander, Monsieur de Grimoire, who to avoid capture ran his ship on shore in Serrena Bay, where she was totally wrecked. The brunt of this action was borne by the London, whose loss amounted to 9 men killed, and 75, including the Lieutenants Burgess, Hankey, and Trigge, wounded.

After his return to England at the peace in 1783, Lieutenant Walker spent some years in France, Italy, and Germany; and in 1788, when the war broke out between Russia and Turkey, he was offered the command of a ship belonging to the former power, but could not obtain leave from his own government to accept it. He was subsequently appointed in succession to the Champion, Winchelsea, Boyne, and Niger. The latter was one of the repeating frigates to the fleet under Earl Howe, in the battle of June 1, 1794; and Mr. Walker was soon after advanced to the rank of Commander, for his conduct as first Lieutenant and signal officer on that glorious day.

In the summer of 1797, while the mutiny raged at the Nore *, he suggested a plan for attacking the Sandwich by means of the smasher guns, invented by his relative, the late General Melville †, and volunteered to conduct the enterprise in person. It so happened, that a plan exactly similar had been adopted by the Board of Admiralty not an hour before, and Captain Walker was immediately appointed to the command of a division of gun-boats, fitted at Woolwich for the purpose of acting against the mutineers; but before he reached Gravesend they had been induced to surrender at discretion. He was then ordered to act as Captain of the Garland frigate, and to escort the trade bound to the Baltic as far as Elsineur: on his return from that service, he removed into the Monmouth, of 64 guns, employed in the North Sea, under the orders of Admiral Duncan.

On the memorable 11th Oct. 1797, when that excellent commander attacked and defeated the Dutch fleet under the brave de Winter, the Monmouth was closely engaged for an

* See p. 160, *et seq.*

† An interesting memoir of General Melville will be found in a Work entitled Public Characters, vol. i, p. 149, *et seq.*

hour and a half with the Delft and Alkmaar ships of the line, and compelled them both to surrender. The latter was taken in tow immediately after the action, and notwithstanding the heavy gale that ensued, Captain Walker did not quit her till after an anxious period of five days, when he had the satisfaction of anchoring her safely in Yarmouth Roads.

For his gallant conduct in the battle off Camperdown, our officer was immediately confirmed in the rank of Post-Captain, and the command of the Monmouth, whose loss on that glorious occasion was 5 men, including a Lieutenant, killed, and 22 wounded. He was also honored with the naval gold medal, and the thanks of Parliament.

On the 19th Dec. following, Captain Walker assisted at the ceremony of depositing the colours taken from the enemy by Lords Howe, St. Vincent, Duncan, &c., in the Cathedral of St. Paul's *. He subsequently commanded in succession, the Veteran, 64; Braakel, 56; Prince George, 98; Prince, of the same force, and Isis, of 50 guns.

The Isis formed part of Lord Nelson's division in the sanguinary battle off Copenhagen, April 2, 1801 †, and was most warmly engaged for four hours and a half with two of the enemy's heaviest block-ships, moored about two cables' length from each other, and a battery of 14 guns and 2 howitzers in the interval between them, at the distance of about three cables' length. The loss she sustained, considering the smallness of her crew, was immense. It amounted to no less than 9 officers and 103 men killed and wounded.

In the ensuing summer, Captain Walker obtained the command of the Tartar frigate, and was ordered to convoy a fleet of merchantmen to the Jamaica station, where he received a commission from the Admiralty, appointing him to the Vanguard, 74. On the renewal of hostilities in 1803, we find him employed in the blockade of St. Domingo. While on that service, in company with a squadron, under the orders of Captain Loring, he captured the Créole frigate, of 44 guns, having on board the French General Morgan and 530 troops, bound to Port-au-Prince; and the Duquesne, 74, bearing the broad pendant of Commodore Kerrangel. The latter vessel

* See p. 62. † See note *, at p. 365, *et seq.*

had slipped out of Cape François during a heavy squall; but the weather soon moderating, she was immediately discovered and pursued by the squadron. The chase continued about twenty hours, and the enemy was at length overtaken by Captain Walker, who, after a running fight of an hour and a half, ran the Vanguard alongside his opponent, and compelled her to surrender.

After escorting his prize, and a French schooner of 16 guns and 60 men, which had been taken by the squadron near Port-au-Paix, to Jamaica, Captain Walker returned to his station off St. Domingo, and on the 1st Oct. summoned the town of St. Marc to surrender. On the following day General d'Henin, the Governor, sent off an officer to treat with him, and a convention was accordingly entered into, by which the French garrison, the Papillon corvette, a transport brig, and a schooner laden with ammunition, were surrendered to the Vanguard.

The situation of the French troops was the most deplorable it is possible to imagine: they were literally reduced to skeletons, having long subsisted on horse-flesh. To screen them from the threatened vengeance of the black General, Dessalines, Captain Walker received them on board his ship, and landed them in safety at Cape Nichola Mole; but as they were in all 1100 men, and remained in the Vanguard, her prizes and boats, for eight days, this act of humanity proved in the sequel of great prejudice to our officer in a pecuniary point of view, as he was thereby compelled to return to port for provisions at the very moment Cape François was about to surrender. However, during the fourteen weeks which he remained off that place, he had the satisfaction of considerably hastening so desirable an event, not only by his exertions in maintaining a most vigorous blockade, but by keeping up a constant correspondence with the black chiefs, and informing them of every occurrence at the Cape. And here it may be proper to observe, that while at St. Marc's Captain Walker was so forcibly struck with the representations of General Dessalines, that one of his chiefs had deserted from him with a body of 2000 men, and taken possession of the plain near Cape François, by which he was enabled to furnish the European French in the city with ground provisions and fruit,

thereby materially adding to their resources and enabling them to protract their surrender, that he did not hesitate to take upon himself the responsibility of supplying him with powder, the total want of which, Dessalines assured him, had alone prevented his attacking them. In consequence of this supply, General Christophe (the late Emperor of Hayti), then second in command of the Blacks, took the field, routed the deserters, and hanged their leaders. It is beyond all doubt, that this event accelerated the surrender of General Rochambeau, at least six weeks or two months.

Captain Walker's next appointment was to the Duquesne, in which ship he returned to England from Jamaica with only 160 men, although nearly that number of French officers and soldiers were embarked on board her; a circumstance which naturally caused him great anxiety, and rendered the utmost vigilance necessary during the passage. The Duquesne being in want of extensive repairs, was paid off soon after her arrival.

Our officer was subsequently appointed to the Thalia frigate, and sent to the East Indies. We next find him commanding the Bedford, 74, one of the squadron sent by Sir W. Sidney Smith to escort the royal family of Portugal from Lisbon to Rio Janeiro *. Previous to his return from thence, the Prince Regent signified his intention of conferring upon him the Order of St. Bento d'Avis; but some objections having been started by his spiritual advisers, on account of Captain Walker's religion, H. R. H. determined to revive the *military* Order of the Tower and Sword †, of which he created him a Knight Commander, in consideration of his unremitted attention to the Portuguese fleet during a long and tempestuous voyage. The Bedford was afterwards employed in the blockade of Flushing, and various other services, till the month of Sept. 1814, when Captain Walker received orders to assume the command of a squadron, on board of which was embarked the advanced guard of the army sent against New Orleans, under Major-General Keane.

The naval and military forces employed in this disastrous

* See pp. 320 and 537.

† The Order of St. Bento d'Avis is partly military, partly monastic.

expedition, arrived off Chandeleur islands on the 8th Dec., and the debarkation of the troops commenced on the 16th. From that period until the termination of the campaign, Captain Walker's situation was one of the most anxious and painful description. During the absence of Sir Alexander Cochrane, and the Rear-Admirals Malcolm and Codrington, who were with the army during the whole of the operations on shore, he was left in charge of the line-of-battle ships, which, on account of the shallow water, could not approach within 100 miles of the scene of action; and the Bedford, after the failure of the enterprise, was literally crowded with wounded soldiers for a very considerable period. We should here observe, that most of her officers, and 150 of her best men, were landed to co-operate with the troops in the attack upon New Orleans.

In the summer of 1814, our officer was selected to accompany H. R. H. the Duke of Clarence to Boulogne, for the purpose of bringing over the Emperor of Russia and King of Prussia. Since the peace, he has commanded the Albion, Queen, and Northumberland, third rates. The latter he paid off on the 10th Sept. 1818, and thus closed a continued service of twenty-one years as a Post-Captain. He was nominated a Companion of the Bath, at the extension of that honorable Order in 1815; and advanced to the rank of Rear-Admiral July 19, 1821, the promotion of that memorable day ending with him.

Rear-Admiral Walker has been twice married. His first wife was a daughter of the late Right Hon. General Sir John Irvine, K. B. His present lady is a daughter of Arnoldus Jones Skelton, of Branthwaite Hall, Cumberland, Esq. (who for many years, and at the time of his death, was M. P. for Eye in Suffolk) and a first cousin of the Marquis Cornwallis. His eldest son, Melville, is an officer of dragoons; his second, Frederick, a Lieutenant R. N.; and his third, Thomas, a Midshipman in the navy.

Residence.—Hastings.

HON. SIR CHARLES PAGET, KNT.

Rear-Admiral of the Blue; a Knight of the Royal Hanoverian Guelphic Order; a Groom of His Majesty's Bedchamber; and Member of Parliament for Carnarvon.

THIS officer, the fifth son of Henry, the late Earl of Uxbridge, by Jane, eldest daughter of Arthur Champagné, Dean of Clonmacnoise, and a brother of the present Marquis of Anglesey, was born Oct. 7, 1778; entered the naval service at an early age, and commanded the Martin sloop of war, attached to Admiral Duncan's fleet, in the memorable battle off Camperdown, Oct. 11, 1797 *. He was advanced to the rank of Post-Captain on the 17th of the same month; and in the following year appointed to the Brilliant, a small frigate, in which he captured le Dragon, of 14 guns, laden with cocoa, cotton, coffee, and indigo, from Guadaloupe bound to l'Orient; and the St. Iago, a Spanish privateer of 10 guns and 60 men.

The Brilliant formed part of the armament sent against Ferrol, under the orders of Sir John B. Warren, in the autumn of 1800 †. On the 20th March following, she experienced a very heavy gale of wind in the Channel, during which she strained so much as to render it necessary for 14 of her guns to be thrown overboard. She arrived at Plymouth in a very leaky state, on the 6th April, 1801. Some time previous to the gale, Captain Paget had been chased by a French squadron commanded by M. Nielly, but fortunately escaped under cover of the night.

His next appointment was to the Hydra, of 38 guns, in which ship he proceeded to the Mediterranean, where he remained about twelve months. On the 6th April, 1803, he commissioned the Endymion, a frigate of the largest class; and in the course of the ensuing summer, captured la Bacchante, a French corvette, of 18 guns, pierced for 22, and 200 men, from St. Domingo bound to Brest; l'Adour store-ship, pierced for 20 guns, from Martinique to Rochefort; and le General Moreau, schooner privateer, of 16 guns and 85 men. The former vessel persisted in her endeavours to escape till she

* See p. 150, *et seq* † See note at p. 220.

had sustained a loss of 8 men (including her second Captain) killed and 9 wounded by the Endymion's bow-chasers.

Captain Paget subsequently intercepted several richly-laden Spanish merchantmen coming from South America; but is said to have realized nearly 50,000*l.* less than he otherwise would have done, in consequence of an agreement he had entered into with Captain Thomas Elphinstone, of the Diamond, that they should share with each other whatever prizes were made during their continuance on the same station; an engagement which Captain Paget most strictly fulfilled. The Endymion also captured la Colombe, French corvette, of 16 guns, off Ushant, June 18, 1805.

In the night of March 8, 1806, the boats of the Egyptienne, into which ship Captain Paget had recently removed, made a most gallant attack upon l'Alcide, a large French privateer, frigate built, and pierced for 34 guns, which they succeeded in cutting out from under the protection of two batteries in Muros harbour. This exploit was performed under the directions of Captain Handfield, late first Lieutenant of the Egyptienne, who was serving as a volunteer on board her, in consequence of his promotion not having been officially communicated to him.

From this period we lose sight of Captain Paget till the summer of 1808, when he obtained the command of the Revenge, of 74 guns. In 1810 he was employed in the blockade of Cherbourgh; and whilst on that service, captured le Vengeur, a French lugger, of 16 guns and 78 men. He was subsequently appointed to the Superb, another third rate, belonging to the Channel fleet; and during a cruise in the Bay of Biscay, he took several prizes; among others the Star, an American brig, of 6 guns and 35 men, and Viper letter of marque, of the same force. In 1814, we find him employed on the coast of North America, under the orders of Sir Alexander Cochrane, by whom he was entrusted with the command of a squadron stationed off New London; and during his continuance there, he appears by his zeal and activity to have given the enemy great annoyance, particularly in an attack upon Wareham, at which place upwards of 2,500 tons of shipping, together with a valuable cotton mill belonging to a company of merchants at Boston, were destroyed by the boats

of the Superb and Nimrod, under the directions of his first Lieutenant, the present Captain James Garland, in the face of a numerous militia, and without the loss of a man.

Captain Paget was appointed to the command of the Prince Regent yacht, Jan. 1, 1819, and afterwards to the Royal George. It is almost superfluous to add, that since that period he has attended the King in all his marine excursions—a convincing proof of the estimation in which his professional abilities are held by his royal master, from whom he received the honor of knighthood at the Pavilion, Brighton, Oct. 19, 1819, on the occasion of his being nominated a K. H. G.

Sir Charles succeeded his brother, Lieutenant-General Sir Edward Paget, as a Groom of his Majesty's Bedchamber, Jan. 30, 1822; hoisted the superior broad pendant of a Commodore on board the last named yacht, on the 26th July following; and was advanced to the rank of Rear-Admiral, April 9, 1823. He was first returned to Parliament as Member for Milbourne Port, in 1804; and has represented the borough of Carnarvon ever since 1806.

He married, in March 1805, Elizabeth Araminta, second daughter of Henry (and Lady Elizabeth) Monck, Esq. by whom he has a large family.

Residence.—Fair Oak Lodge, near Rogate, Sussex.

ROBERT WILLIAMS, Esq.

Rear-Admiral of the Blue.

This officer entered the naval service under the auspices of Lord Mulgrave, in 1777, as a Midshipman, on board the Ardent, a 64-gun ship, stationed in the Bay of Biscay, to intercept the trade belonging to our revolted colonies, and cut off any succours that might be sent thither from France. He was afterwards removed into the America, 64, commanded by Lord Longford, which ship formed part of Admiral Keppel's fleet in the action with M. d'Orvilliers, July 27, 1778*, and on that occasion had 1 man killed and 17 wounded. Subsequent to this event, Mr. Williams joined the London, a second rate, bearing the flag of the late Lord Graves, under whom he proceeded to North America, and continued to serve till

* See note †, at p. 195.

Aug. 1781, when he was promoted to the rank of Lieutenant, in the Royal Oak, of 74 guns.

During his continuance in this ship, Mr. Williams, who had previously shared in the action between Vice-Admiral Arbuthnot and the Chevalier de Ternay *, bore a part in the battles with Count de Grasse, Sept. 5, 1781 †, and April 9 and 12, 1782 ‡; on which latter occasion, the Royal Oak, commanded by Captain Thomas Burnet, had 8 men killed and 30 wounded.

Lieutenant Williams's next appointment was to the Argo, 44, Captain Butchert, which vessel, being on her return from Tortola to Antigua, fell in with, and after a warm action of five hours, during which period it blew so fresh that she could not open her lower-deck ports, was compelled to surrender to the French frigates la Nymphe and l'Amphitrite, each mounting 46 guns. She was, however, re-captured about 36 hours after, by the Invincible, 74; and Admiral Pigot, the Commander-in-Chief on that station, was so well pleased with the gallantry displayed by her officers, that, immediately after they had passed the usual ordeal of a Court-Martial, and obtained an honorable acquittal, he offered to re-appoint the whole of them to her. This proposal being accepted by Mr. Williams, he became first Lieutenant of the Argo, and continued in the same ship till the peace of 1783, when she returned to England, and was put out of commission. We subsequently find him in the Myrmidon, of 20 guns, whose Captain, the present Admiral Drury, was ordered to escort a beautiful yacht sent from England as a present to the Crown Prince of Denmark; which circumstance afforded Lieutenant Williams an opportunity of visiting the capital of that kingdom.

At the period of the Spanish armament (1790), our officer obtained an appointment to the Elephant, 74, commanded by the late Sir Charles Thomson, Bart.; and on the breaking out of the war with revolutionary France, he accompanied the same officer in the Vengeance, another third rate, to the West Indies; from whence he returned after the failure of an attack made upon Martinique by the forces under Rear-Admiral Gardner and Major-General Bruce, in June 1793 §.

* See p. 40. † See note *, at p. 133. ‡ See note at p. 35, *et seq.*
§ See Sir George Montagu.

Towards the latter end of the same year, Captain Thompson hoisted a broad pendant as second in command of the squadron sent under Sir John Jervis to attack the French settlements in the West Indies. On the arrival of the armament in Fort Royal Bay, Lieutenant Williams was selected to command a division of the gun and guard-boats to be employed in the approaching siege of Martinique. While on that service, and under the orders of Lieutenant Bowen, of the Boyne, he distinguished himself by his gallantry in boarding the Bienvenu, a French frigate, lying in the Carénage close to Fort Louis. This enterprise was undertaken for the purpose of rescuing a number of English prisoners said to be confined on board her, and consequently exposed to the fire of the British batteries on Point Carriere. The attack was made at noon on the 17th March, 1794, in the presence, and to the astonishment of the whole fleet and army. The instant the boats appeared at the entrance of the Carénage, the enemy prepared to give them a warm reception. The walls of Fort Louis were covered in an instant with troops, who kept up an incessant fire of musketry on the assailants; at the same time the frigate endeavoured to keep them off, by plying both her great guns and small arms; but at length, intimidated by the boldness of the attempt, her crew fled from their quarters, the greater part retreating to the shore. The British now boarded the frigate, and turned her guns upon the fort, but was prevented bringing her out of the harbour in consequence of the wind blowing directly in, her sails being unbent, and the impracticability of sending men aloft to bring them to the yards, exposed as she was to the enemy's fire. Lieutenant Bowen, therefore, after ascertaining that the English prisoners were in another vessel further up, from whence it was impossible to release them, contented himself with bringing off the French Captain, a Lieutenant, and about 20 men, whom Lieutenant Williams had discovered on the lower deck, and forced into his boat through the bow port of the frigate, by which he had entered. Being distributed among the other boats, they were conveyed in triumph to Sir John Jervis, who, in his official letter to the Admiralty, declared that "*The success of this gallant action determined the General and*

himself to attempt the fort and town of Fort Royal by assault *."

After the conquest of Martinique, Lieutenant Williams removed with his patron, who had by this time become a Rear-Admiral, into the Vanguard, 74. He subsequently commanded the flat-boats employed in landing the second battalion of light infantry, (under Lieutenant-Colonel Blundell) at Ance du Chocque in the island of St. Lucia; a service which he performed without any loss, although exposed to a

* In consequence of the determination of the British commanders, mentioned in the above extract from the London Gazette Extraordinary of April 22, 1794, a number of scaling ladders were made of long bamboos connected with strong line; and the Asia 64, and Zebra sloop of war, commanded by Captains Browne and Faulknor, were ordered to hold themselves in readiness to enter the Carénage, for the purpose of battering the fort, and covering the flat-boats, barges, and pinnaces, under the command of Commodore Thompson, supported by Captains Nugent and Riou; while a detachment of the army advanced with field-pieces, along the side of the hill under Fort Bourbon, towards the bridge, over the canal, at the back of Fort Royal. This plan of attack, which was put into execution on the 20th March, succeeded in every part, except that of the Asia getting into her station, which failed through the misconduct of M. de Tourelles, the former Lieutenant of the port, who had undertaken to pilot her in, but afterwards refused to do so under pretence of shoals. Perceiving the Asia baffled in her attempts, Captain Faulknor, who, with an indescribable firmness, had, for a length of time, sustained a shower of grape-shot, determined to undertake this service alone. Accordingly, with matchless intrepidity and conduct, he pushed his little ship close under the walls of the fort, leaped into a boat, and followed by his crew, scaled the ramparts before Prince Edward's brigade from La Coste and Cas Navire, and the storming party of seamen from the camp at Point Negro, under Captains Rogers, Scott, and Bayntun, could come to his assistance. Seeing the Zebra go in, all the boats seemed to fly towards the scene of action. Those from Point Carriere landed near the Zebra; and their men mounting the walls, assisted the gallant Faulknor in driving the enemy out of the fort. The republican flag was immediately hauled down, and the British union hoisted in its stead amidst three hearty cheers from all who had witnessed this brilliant exploit. The capture of Fort Louis led to the surrender of the whole island on the 23d of the same month.

During the siege the gun-boats, which by the French were called "Les petits Diables," were of infinite service, and gained the officers commanding them immortal credit, by the steady and well directed fire they constantly kept up, both day and night; and though continually exposed to a heavy discharge both of round and grape, their loss did not exceed 4 men killed and wounded.

very heavy fire from the enemy's batteries. On the reduction of that colony, he returned to Martinique in the Vanguard, and during the absence of the fleet at Guadaloupe was sent in a sloop to inspect the different posts and fortifications along the coast.

We next find our officer serving with a brigade of seamen landed under the orders of Captains Robertson and Sawyer to co-operate with the army in an attempt to recover Guadaloupe from the hands of the republicans *, and receiving a severe wound whilst employed in the erection of a masked battery on the heights near Fort Fleur d'Epée. He soon after left the Vanguard and returned to England in the Minotaur, another ship of the same force. On his arrival he was appointed first Lieutenant of the Prince George, a second rate, fitting for the flag of Vice-Admiral Thompson, but which she did not receive till after the battle off Cape St. Vincent, on which occasion she bore that of Rear-Admiral Parker, and sustained a loss of 8 men killed and 7 wounded †.

Lieutenant Williams, for his conduct on this memorable occasion was immediately promoted to the rank of Commander, and appointed to the Dolphin, a 44-gun ship armed *en flute;* but previous to his joining her he acted for some time as Flag-Captain to Rear-Admiral Parker, in the Blenheim 98, and served *pro tempore* in the Kingfisher sloop of war. From the Dolphin he was posted into the San Ysidro, a Spanish 74, which he conducted to England in Sept. 1797. His post commission, however, was not confirmed by the Admiralty till Nov. 10th in the same year, when he received an appointment to the Formidable of 98 guns, the command of which he retained till Jan. 1798.

From this period we find no mention of Captain Williams till May 1802, when he obtained the command of the Dryad frigate, stationed off Portland for the suppression of smuggling. In Feb. 1803, he was removed into the Russel 74, and soon after ordered to escort the outward bound trade to

* Guadaloupe was taken by Sir John Jervis and Sir Charles Grey, in April 1794; and re-captured by the French early in June following. Some interesting particulars relative to its subjugation by the British, will be found at pp. 711 and 841.

† See p. 21.

the East Indies, from whence he was obliged to return home through ill-health in 1805. His subsequent appointments were to the Ruby 64, Dictator of the same force, and Gloucester 74. In these ships he served on the Baltic station during five successive seasons, and was principally employed in affording protection to the different convoys passing through the Great Belt, a service of the most harassing nature, owing to the difficulty of the navigation, and the annoyance afforded by the enemy, whose gun-boats were ever on the alert*. Returning to England each winter, he was occasionally sent to Leith with French prisoners; and on one occasion attached to the fleet blockading the Scheldt, under Admiral William Young.

In 1814, the Gloucester convoyed a fleet to the Leeward Islands, and from thence escorted the 90th regiment to Quebec. She returned to England with the trade from Barbadoes under her protection in September of the same year, and was soon after paid off at Sheerness.

Captain Williams was advanced to the rank of Rear-Admiral April 9, 1823.

Residence.——— near Bath.

RICHARD WORSLEY, Esq.

Rear-Admiral of the Blue.

This officer was made a Lieutenant about the year 1790; obtained the rank of Post-Captain, Nov. 29, 1797; and became a Rear-Admiral, April 9, 1823.

Residence.—Isle of Wight.

* On the 5th July 1811, a number of merchantmen under the protection of the Cressy, Defence, and Dictator ships of the line, Sheldrake sloop of war, and Bruiser gun-brig, were attacked by a Danish flotilla, consisting of seventeen gun-boats and ten heavy row-boats. The enemy were defeated without the loss of any of the British vessels; but the greater part retreating into shoal water, effected their escape. Four of the gun-boats, however, were captured, and each found to carry one long 24-pounder, 4 brass howitzers, and 30 men.

ADDENDA & CORRIGENDA.

DUKE OF CLARENCE. (p. 1.) H. R. H. was Patron of the Society for the improvement of Naval Architecture, from its first establishment, March 28, 1796, till its final dissolution.

P. 4. Whilst the fleet under Vice-Admiral Darby remained in the vicinity of Gibraltar, that place was often honored with the presence of H. R. H. On his return to England, he presented his august father with a plan of the garrison, in the relief of which he had made his first naval essay. In that plan were delineated the improvements which the rock had undergone, and the new batteries formed on the heights since the commencement of the blockade.

P. 9. It was through the joint interest of the royal Duke, and Admiral Lord Hood, that Nelson, after repeated applications, was appointed, at the commencement of the French war, in 1793, to the Agamemnon, of 64 guns, in which ship he afterwards so highly distinguished himself.

EARL OF ST. VINCENT. (p. 27.) The Spanish prisoners were landed at Lagos Bay.

W. PEERE WILLIAMS FREEMAN. (p. 33.) In 1777 this officer commanded the Venus, a very fine fast-sailing frigate; from which he exchanged with Captain Fergusson, the late Lieutenant-Governor of Greenwich Hospital, into the Brune.

LORD RADSTOCK. (p. 56). His Lordship is a Commissioner of the Church and Corporation Land Tax; a Vice-President of the Asylum, and of the Mary-le-bone General Dispensary.

SIR JOHN ORDE, (p. 71.) Commanded, but never went to sea in the Prince George.

LORD GAMBIER, (p. 79.) Joined the Prince George, of 98 guns, fitting at Chatham in the winter of 1794.

SIR C. M. POLE, (p. 89.) Commanded the Scipio previous to his joining the Crown.

ARTHUR KEMPE, Esq. (p. 122.) Assisted at the glorious affair of Quebec, where the immortal Wolfe fell; and accompanied Captains Cooke and Fourneaux in their respective voyages of discovery, sharing with them all the dangers of untried seas and inhospitable shores.

SIR RICHARD HUSSEY BICKERTON, (p. 131.) Was obliged to return to England through ill health in Sept. 1805. Did not take a seat at the Admiralty till the spring of 1807. Has recently obtained the royal permission to take the surname of Hussey before that of Bickerton, and bear the arms of Hussey quarterly with those of Bickerton, in compliance with the will of his late maternal uncle, Lieutenant-General Hussey.

ADMIRAL BOWEN, (p. 134.) Commanded the Bellona 74, in 1789.

SIR JAMES SAUMAREZ. (p. 178.) The Crescent had one man wounded in the rencontre with le Réunion.

P. 191, note †. Superb had only 15 men wounded.

P. 193. Sir James was made a Vice-Admiral Dec. 13, 1806.

EARL OF NORTHESK. (p. 207.) His Lordship having resigned his command on account of ill health, returned to England in the Dreadnought of 98 guns, and arrived at St. Helen's, accompanied by his former flag-ship and three of the Trafalgar prizes, May 16, 1806.

VISCOUNT EXMOUTH, (p. 209.) Is a Vice-President of the Marine Society.

P. 211. The action between the Apollo and Stanislaus was fought in 1780.

ADMIRAL WOLSELEY, (p. 249.) Is a nephew of the late Admiral Phillips Cosby, and distantly related to the ducal family of Grafton. He commanded the Ferret sloop of war previous to his being made a Post-Captain.

SIR JOHN SUTTON. (p. 253.) We have reason to believe that this officer served during part of the American war as a Lieutenant in the Superb, of 70 guns, the flag ship of the gallant Sir Edward Hughes, in the East Indies. If so, he was wounded in an attack made by the boats of the squadron upon several of Hyder Ally's vessels lying at anchor near Mangalore. The boats rowed in with great firmness, under cover of two of the East India Company's snows, amidst a heavy fire from the enemy's ships, which they resolutely boarded and carried, setting fire to three which they were not able to bring off, took one, and forced another on shore, with several merchant vessels, which were destroyed. An armed snow was closely pursued; but by throwing her guns overboard, she escaped over the bar into the harbour. This service was not performed without some loss on the side of the British: Lieutenant Gosnam, of the Burford, and 10 men, were killed, and two officers and 51 men wounded.

The enemy's armed vessels taken and destroyed consisted of two ships and three ketches, mounting in the whole 86 guns.

After the above affair, which took place Dec. 8, 1780, Lieutenant Sutton appears to have been promoted to the command of the Nymph sloop, in which he returned to England. His promotion to the rank of Post-Captain bears date Nov. 28, 1782. He married, March 30, 1797, Frances, daughter of Beaumont, second Lord Hotham, and sister of Rear-Admiral Hon. Sir H. Hotham.

SIR RICHARD G. KEATS, (p. 347.) Hoisted his flag in the Mars 74, and went with the gallant and lamented Sir John Moore to Sweden. See Memoir of Rear-Admiral Lukin, p. 702.

BATTLE OFF COPENHAGEN. (p. 368.) The Glatton on that occasion was commanded by Captain William Bligh, and subsequently by Captain Nowell.

ADMIRAL CRAWLEY, (p. 386.) Is, we believe, the son of a Purser, R. N.; if so, his brother commanded the ship to which his father at one time belonged.

SIR THOMAS WILLIAMS, (p. 390.) Left the Neptune in 1805, and was succeeded by the late Sir Thomas F. Freemantle.

SIR THOMAS B. THOMPSON. (p. 390.) We have not been favored with the means of correcting our statement, which must certainly be erroneous, respecting his age. It is scarcely possible that he could have received a Lieutenant's commission, dated Jan. 14, 1782, if born Feb. 28, 1768.

SIR WILLIAM HARGOOD. (p. 399.) Was a Lieutenant with Nelson during the operations carried on against the Spaniards, in conformity to a plan formed by General Dalling, for the purpose of putting an end to the communication between their northern and southern possessions in America. (See Southey's Life of Nelson, 2d edit. vol. 1, p. 31, &c.) Subsequently appointed to the Magnificent, 74, Captain Robert Linzee; and bore a part in the glorious battle between Rodney and de Grasse, April 12, 1782. Was first Lieutenant of the Pegasus, 28, when commanded by Prince William Henry, now Duke of Clarence.

VICE-ADMIRAL STIRLING. (p. 406.) Did not escort troops under Sir Samuel Auchmuty to South America. Assumed the chief command in the Rio de la Plata prior to that officer's arrival. The army, and naval brigade, were landed on the 16th Jan. 1807, and soon after invested the town of Monte Video.

SIR CHARLES HAMILTON. (p. 419.) The marine officer who lost his life in the action between the Melpomene's boats and the Senegal, was

Mr. Vivion, a most promising young officer, son of the gentleman who has for some time past headed the list of Pursers, R. N.

SIR LAWRENCE W. HALSTED. (p. 430.) The Dutch brigs Echo and De Gier each mounted 20 guns; they were driven on shore by the Pegasus only.

SIR JOSEPH SYDNEY YORKE. (p. 440.) The following document, with which we have been favored since the sheet containing Sir Joseph's memoir was printed, will serve as an elucidation of the lines addressed to that worthy officer on his retirement from the Admiralty. The Editor, in alluding to a circumstance of so much importance to the Navy generally, but more especially to the destitute widows and children of naval officers, as the abrogation of the well-intentioned though severe regulation, which *denied relief to any widow who had not been married twelve months previous to her husband's demise*, feels much pleasure in doing justice to MR. THOMAS GENT, formerly of the Naval Victualling department, at North Yarmouth, by stating, that but for his assiduity and disinterested exertions, aided by the kind influence of Sir Richard Strachan and Sir Joseph Yorke, the rule formerly laid down by the Guardians of the Widows' Charity would still have remained in force.

"The Memorial of Susan Storck, widow of the late Robert Henry Storck, a Lieutenant in His Majesty's Navy.

"Most humbly sheweth,

"That your Memorialist, in consequence of the sudden death of her husband, on the 4th December, 1816, is left entirely destitute, he having been in a state of insolvency previous to his death.

"By the Regulations of Widows' Pensions *(to prevent abuses)*, no widow is entitled thereto unless she has been married *one year* previous to the death of her husband. Your Memorialist has the misfortune to stand in this predicament, having been married only *seven months* before her husband's decease; yet she trusts, to the gracious clemency of your Royal Highness (as no abuse of the bounty can, it is presumed, be supposed to exist in this case), in consideration of her husband having served in the memorable actions of *Copenhagen* and *Trafalgar*; and also of her brothers having served many years in His Majesty's Navy, (the one, Samuel French, *thirteen years*, eleven of which he was Master of H. M's. Ships Vincego, Valorous, and Renown, and who died in consequence of severe cold taken in actual service: the other, Aldred French, was taken prisoner in H. M. S. Vincego, Captain Wright, and suffered imprisonment in France for *ten years and a half*), and having an aged and infirm mother totally unable to render her the least assistance, from her own very limited means, hopes, from the distressed situation in which she is left, that her very hard case will merit the favorable consideration of your Royal Highness, so that she may receive the pension allowed to the Widow of a Lieutenant in the Navy,

or such other remuneration as your Royal Highness may graciously direct. And your Memorialist, as in duty bound, will ever pray.

(Signed) "SUSAN STORCK."

This memorial was originally presented to the Guardians of the Widows' Charity, and refused on the ground of the Regulation, that as Mrs. Storck had not been married twelve months previous to her husband's death, she was not entitled to the pension. It was afterwards presented to the Prince Regent in Council; referred from thence to the Admiralty, and again to the Widows' Charity. After repeated applications during many months, on the part of Mr. GENT, assisted by the gallant officers already mentioned, the pension was most considerately allowed (being the *first instance of a deviation from the Regulation)*; and in May 1818, Mrs. Storck received the pay from the *day of her husband's death.* It is almost superfluous to add, that the widows of officers are not, as formerly, deprived of their pensions in the event of their marrying again.

EARL OF GALLOWAY, (p. 445.) Commanded the Sheerness, 44, on Channel service, previous to the Winchelsea.

SIR PHILIP CHARLES DURHAM, (p. 450.) Was born at Largo, about July, 1765; embarked as a Midshipman on board the Trident, 64, commanded by Captain John Elliott, with whom he proceeded to North America, and afterwards removed into the Edgar, 74, which ship formed part of Sir George B. Rodney's fleet, in the action with Don Juan de Langara, off Cape St. Vincent, Jan. 16, 1780; and on that occasion had 6 men killed and 20 wounded *. Mr. Durham was subsequently employed in the gun-boats at Gibraltar, then besieged by the combined armies of France and Spain. In July, 1782, he was appointed to act as a Lieutenant in the Victory, of 100 guns, bearing the flag of Rear-Admiral Kempenfelt, with whom he served as signal officer, and afterwards joined the Royal George, which ship, as already stated at p. 450, unfortunately sunk whilst on the heel at Spithead. Immediately after that melancholy event, he obtained an appointment, as acting Lieutenant, to the Union a second rate; accompanied Earl Howe's fleet to the relief of Gibraltar; and bore a part in the action off Cape Spartel, Oct. 20, 1782. The Union's loss on that day was 5 men killed and 15 wounded. She was afterwards detached to the West Indies, under the orders of Rear-Admiral Sir R. Hughes. From her Mr. Durham removed into the Raisonnable, 64, in which ship he continued till the peace of 1783, and then joined the Unicorn, of 20 guns. He subse-

* See note †, at p. 3, *et seq.*

quently served for three years in the Salisbury, 50, bearing the broad pendant of his friend Commodore Elliott, on the Newfoundland station; and at the period of the Spanish armament, was appointed first Lieutenant of the Barfleur, 98. His promotion to the rank of Commander took place Nov. 12, 1790, and we soon after find him exchanging from the Daphne (in which ship he had been sent with despatches to Jamaica) into the Cygnet, sloop of war. He assumed the command of the Spitfire, Feb. 12, 1793; sailed immediately on a cruise, and on the 14th returned to Spithead with la Frique, a French privateer, taken off Havre de Grace, and which we believe was the first vessel captured under the tri-coloured flag; at all events, the first that was brought into Portsmouth.

From this period our account of Captain Durham's services appears to be correct, with the exceptionof that part (p. 453.) wherein we state that he commanded the Colossus, of 74 guns; which he never did.

The following additional particulars have been recently communicated to us by a gentleman of the highest respectability:—

On the 13th Oct. 1809, Captain Durham received an order from Lord Collingwood, to hoist a red distinguishing broad pendant, and to take the command of the third division of his lordship's fleet. Whilst filling this honorable post, he was present at the destruction of the French line-of-battle ships near Cette, already mentioned at p. 283. In the course of the same year, the Renown, being found unfit for service, was sent home, and he did not join any other ship as Captain. His flag was first hoisted in the Bulwark; and during the remainder of the war, he constantly commanded a detached squadron.

During the time he was Commander-in-Chief in the West Indies, his conduct was so highly approved of by the Board of Admiralty, that when Buonaparte returned from Elba and usurped the sovereign authority in France, he was requested by the first Lord to continue on that station, notwithstanding he had applied to be superseded, and another Flag-Officer had been appointed to succeed him. The successful exertions of the ships under his orders were fully appreciated, not only by the government, but by every proprietor and inhabitant in the Leeward Islands, as will be seen by the addresses which were presented to him by the Members of the Insurance Association of Barbadoes, the Board of Cabildo of Port d'Espagne, and the Merchants of St. Thomas's.

"*Barbadoes, 28th Nov.* 1815.

"Sir,—The near approach of the period when you will resign the naval command in chief of this station, affords to the Members of the Insurance Association of this Island an opportunity of expressing those sentiments of admiration and respectful regard, with which your public conduct has inspired them.

"A series of brilliant exploits, recorded in the naval annals of your country, and honourably distinguished by our Sovereign with numerous marks of his royal approbation, had placed your name high on the roll of Britain's naval heroes, long before you were appointed to this command:—In the exercise of that command, from the moment of its singularly auspi-

cious commencement, when you entered our harbour leading in triumph two consort French frigates of the largest class, captured by your flag-ship, you have, on every occasion, surpassed our expectations, and realized our most sanguine hopes.

"By your judicious distribution of the comparatively small force at your disposal, by your ardent zeal and unremitted vigilance, the navigation of these seas has been in a conspicuous degree protected from the ravages of a most active and enterprising enemy, whose daring spoliations have been carried across the Atlantic, even to the very shores of the united kingdom. By your vigorous co-operation in the late fortunate expedition against the revolted French colonies, you have largely participated in the glory of obliterating from the tablet of the banners of nations, the tri-coloured flag of revolutionary France, the avowed symbol of implacable hostility to the British ensign, which having, through the valour of its brave supporters, proudly waved in war, in victorious defiance of all its foes, now calmly floats over us in the dignified tranquillity of peace*.

"Your remarkable affability, in allowing unrestricted access to your person at all times,—your immediate attention to every mercantile application,—your promptness in rendering every possible assistance,—have been no less gratifying and beneficial to individuals, than your energetic measures have been consistent with your established character, and occasionally successful in promoting the general maritime interests of the empire.

"Actuated by the most lively sense of obligation to you, for the important advantages which the trade of the West Indies especially has derived from your incessant exertions, the Members of the Barbadoes Insurance Association are desirous of paying a lasting tribute to that merit which they so highly appreciate. They have therefore deputed us, the Directors of the Institution, to present you with a piece of Plate, of the value of five hundred pounds, which they entreat you to accept, as a proof of the grateful estimation in which they hold your exalted deserts.

"For ourselves, Sir, we beg to assure you of the infinite satisfaction we feel in the performance of this peculiarly agreeable office, and of the sincerity with which we join them in fervent wishes, that you may long enjoy every species of happiness, as the well deserved reward of your eminently valuable services.

"We have the honour to be, Sir,
"With the greatest respect and esteem,
"Your most obedient humble servants,

(Signed) "F. A. WALROND, "J. M'ALPIN,
"RICHARD COCK, "W. OXLEY,
"PATRICK SEAVER, "R. DEANE.

"To Sir P. CHARLES DURHAM, K. C. B. Rear-Admiral of the Red,
"Commander-in-Chief, &c. &c. &c."

* The last tri-coloured flag that flew in the West Indies, was hoisted on the fort near Basseterre, Guadaloupe, and struck to Sir P. C. Durham, in Aug. 1815; all the other posts in that island capitulated to the army, but this one was subdued by the Venerable.

"*Port of Spain, Trinidad, 5th Jan.* 1815.

"The Illustrious Board of Cabildo having resolved, that the sum of one hundred guineas be appropriated to the purchase of a sword to be presented to your Excellency, in testimony of the high sense they entertain of your merits, and of the effectual protection afforded by your Excellency to the maritime interests of the colony, during the period of your command, they now beg leave to communicate the resolution, and to request your Excellency's acceptance of it.

"By command of the Board,

(Signed) "H. MURRAY, &c."

"*St. Thomas's,* 18[illegible] 5.

"Sir,—We have the honour, in the name of the Merchants of St. Thomas's, to express their gratitude for your Excellency's conduct which in so promptly according to their request, that this island should be again made the last port of rendezvous for the homeward-bound fleets.

"The Merchants of St. Thomas's will never forget their obligations to your Excellency, for the protection on so many occasions afforded to their trade; and they beg your Excellency's acceptance of a Star,* as a mark to the order of merit conferred on you by his Royal Highness the Prince Regent, which they hope your Excellency will have the goodness to wear as a token of their respect and esteem.

"We have the honour to be, Sir,

"Your Excellency's most obedient humble servants,

"By order of the Committee,

(Signed) "CHRIST. D'PINNA,

"E. SARQUY.

"JOHN KING.

"To his Excellency Sir P. CHARLES DURHAM, K. C. B.

"Rear-Admiral of the Red, Commander-in-Chief, &c. &c. &c."

Sir Philip C. Durham also received votes of thanks from the Members of his Majesty's Council, and the House of Assembly of St. Vincent's, and from the Commercial Committee of Barbadoes, by whom a grand dinner was given to the squadron, previous to the Rear-Admiral's departure for England, where he arrived in the spring of 1816.

The following passage we extract from the Barbadoes paper, which contained the ratification of the treaty of peace with America:—

"We cannot let this opportunity pass, without noticing the highly important services rendered to their country during the recent contest, by the Commander-in-Chief, and the officers in subordinate authority on this station. Local circumstances have rendered these seas a scene of unexampled activity; and whenever opportunities have offered, by falling in with American cruisers, our ships of war have been uniformly distinguished for their spirited intrepidity. Although the Caribbean Sea has literally swarmed

* A beautiful Diamond Star, of great value.

during the past season with multitudes of privateers, such has been the unremitted vigilance of the Commander-in-Chief, in the very judicious distribution of the squadron under his orders, that the losses of the commercial community have been trifling. In many instances, when fleets were expected, which had been known to have lost their convoy, the neighbouring seas have been completely scoured by our ships of war, to insure their safe arrival. No better illustration need be given of this subject, than to state, that eighty-four American vessels have been taken since the command of his Excellency Rear-Admiral Sir P. Charles Durham, K. C. B. on this station."

VICE-ADMIRAL WOLLEY. (p. 505.) It was Lieutenant-Colonel Whitelocke, not Major-General Williamson, who co-operated with Commodore Ford, in 1793.

VICE-ADMIRAL PATERSON. (Note at p. 515.) Lieutenant Home was superannuated, with the rank of Commander, Dec. 22, 1815; and died Feb. 21, 1823, aged 82 years.

SIR GEORGE COCKBURN. (p. 518.) First went to sea as a Midshipman, on board the Termagant sloop of war, commanded by Captain Rowley Bulteel. Subsequently served with the present Sir Robert Moorsom in the Ariel, on the East India station.

P. 521. When the Minerva was chased by the Spanish ships in the Gut of Gibraltar, and whilst within gun-shot of them, one of her crew fell overboard. Disordered as she was by her recent action, Captain Cockburn instantly tacked, exchanged broadsides with the enemy, and succeeded in recovering his man. This spirited conduct was much admired by Nelson, who always felt pleasure in relating it.

VICE-ADMIRAL SCOTT, (p. 539.) Served at the reduction of Trinidad, in 1797; see p. 859.

SIR HENRY W. BAYNTUN, (p. 543.) Served as a Commander on shore during the siege of Martinique, in 1794; and assisted at the conquest of Trinidad, in 1797.

VICE-ADMIRAL BEDFORD, (p. 574.) Was first Lieutenant of the Queen, a second rate, bearing the flag of Rear-Admiral Gardner, in Earl Howe's actions, May 28, 29, and June 1, 1794; and was posted into her for his gallant conduct, and the able manner in which he supplied the place of her commander Captain Hutt, who was mortally wounded on the latter day. The total loss sustained by the Queen, was 36 slain and 67 wounded. Among the latter were her second, sixth, and junior Lieutenants, the former of whom died soon after.

P. 575. Commanded the Royal Sovereign, a first rate, previous to his becoming a flag-officer.

HON. SIR HENRY HOTHAM, (p. 615.) Was born Feb. 10, 1771.

P. 616. Joined the Revolutionnaire in 1804; assisted at the capture of four French line-of-battle ships by Sir Richard Strachan, Nov. 4, 1805, on which occasion the Revolutionnaire had 2 men killed and 6 wounded. Appointed to the Defiance in March 1806.

P. 618. Removed into the Northumberland, in the autumn of 1810.

P. 621. Was appointed Captain of the Fleet under Sir John Borlase Warren, in Dec. 1812; and served in that capacity, and as Commodore, under Sir Alexander Cochrane.

SIR JOSIAS ROWLEY. (Note at p. 624.) The Chevalier de Vaisseau was formerly a Capitaine de Vaisseau in the French marine, but fled from France at the commencement of the revolution.

The troops under Sir Samuel Auchmuty were escorted to the Rio de la Plata by Captain Donnelly of the Ardent; Rear-Admiral Stirling had previously proceeded thither. They were landed on the 16th June 1807, and attacked by the enemy on the 20th.

SIR EDWARD CODRINGTON, (p. 635.) Entered the naval service July 18, 1783; and from that period till May 27, 1793 served as a Midshipman in the Princess Augusta Yacht, Brisk sloop of war, Barfleur of 44 guns, Leander 50, Ambuscade frigate, Formidable 98, and Queen Charlotte, a first rate, the latter bearing the flag (Union) of Earl Howe, Commander-in-Chief of the Channel fleet. His promotion to the rank of Lieutenant took place June 17, 1793; and on that occasion he was appointed to the Santa Margaritta frigate, but soon after removed, by the special desire of Earl Howe, into the Pegasus of 28 guns, for the purpose of repeating his Lordship's signals. He subsequently rejoined the Queen Charlotte, and bore a part in the battles with M. Villaret de Joyeuse, after which he was entrusted with his patron's duplicate despatches relative thereto, and sent to announce the safe arrival off Dunnose of the British fleet and the French prizes.

P. 636. He was made a Commander Oct. 7, 1794; and continued in the Comet till posted into the Babet. The Druid was chiefly employed on the Lisbon station. He never assumed the command of the Argo, but declined accepting an appointment either to her or to the Aboukir. The Orion was commanded by him from May 24, 1805, till Dec. 17, 1808. In forcing the passage of the Scheldt, the Blake, having no pilot, took the ground, and was engaged with the batteries at Flushing for two hours and three quarters. The following is an extract from the London Gazette Extraordinary of Aug. 20, 1809, containing Sir Richard J. Strachan's official letter of the 17th: "Lord Gardner bears equal testimony to the "behaviour of the officers, seamen, and marines of the Blake; and Lieut. "ship mentions the assistance he received from Captain Codrington, in the "highest terms of praise."

On the 5th Aug. 1810, Captain Codrington was charged with the removal of four Spanish line-of-battle ships from Cadiz to Minorca, and

sure rendered necessary by the rapid advance of the French army. This was a service of considerable difficulty, the ships being in every respect unfit for sea. They had only a few days' water, provisions, and fuel; their masts, yards, and sails, were not trust-worthy; they were leaky from decay, and had even shot-holes unstopped. Their bottoms were so foul that they could not work to windward even in moderate weather; and they were fully officered, and actually loaded with refugee passengers of high rank, although they were destitute of useful men to assist in navigating them. After thirty-eight days' exertions, however, Captain Codrington, assisted by the Norge 74, succeeded in conducting them to Port Mahon, where they were safely moored and delivered up to the Spanish Commodore. Sir Richard G. Keats, who at that time commanded the squadron engaged in the defence of Cadiz, in answer to the report of their safe arrival, says, "I beg to assure you I am quite sensible of the successful "and satisfactory manner in which by your able management, and by the "exertions of the officers and men under your orders, you have been en-"abled to execute the arduous service entrusted to your care."

The Blake, on her return to the Cadiz station, was actively employed in co-operation with the Spanish patriots; she subsequently joined the fleet under Sir Charles Cotton in the Mediterranean; and from April 1811, till April 1813, Captain Codrington, as already stated in his memoir at p. 636, was entrusted with the command of a detached squadron on the eastern coast of Spain. Various documents expressing the gratitude of the besieged and the confidence of the population, were the immediate consequences of the assistance afforded by him during the brave and protracted defence of Tarragona; the commandant of which place, General Contreras, in his exposition of the siege, after detailing the aid which he received from the British, observes, "I may say then with truth, that if I had been assisted "by the army on shore (Spanish) as I was seconded by the squadron of "Commodore Codrington, Tarragona certainly would not have fallen."

Besides the many flattering expressions of approbation conveyed to Captain Codrington from Sir Charles Cotton's successor, the present Viscount Exmouth, during the time he was employed under his orders, the order he received from that officer to return to England, concluded with the following:

"I cannot refuse myself the satisfaction of expressing to you on this occasion my sincere thanks for the zeal and readiness with which you have always met my instructions, in performing the duties of your station, and my high sense of the ability and judgment with which you have conducted the many difficult and arduous services which have been entrusted to your execution. It has been my care that the Lords Commissioners of the Admiralty should be frequently apprised of your services on the coast of Catalonia." And in his letter to the Admiralty, accompanying the despatches with which Sir Edward Pellew charged our officer, he says, "I refer their "Lordships to Captain Codrington, who is most competent to satisfy their "enquiries. I much regret the departure of this very zealous and valuable "officer."

Letters expressing similar commendation were also received by Captain Codrington from the Superior Junta, and other authorities of Catalonia, as well as from the British Ambassador, Sir Henry Wellesley, with whom the Commander-in-Chief had directed him to communicate by writing, as he might see occasion. Upon the arrival of the Blake in England, he received the following letters from the Secretary of the Admiralty:

"*Admiralty Office, 30th March*, 1813.

"Sir.—I am commanded by my Lords Commissioners of the Admiralty to transmit to you herewith a copy of a letter from Mr. Hamilton of the 29th inst., together with the copy of the letter therein referred to from Sir Henry Wellesley, addressed to the Viscount Castlereagh, and also of its enclosure, stating the favorable opinion which the Regency of Spain entertain of your services during the period of your command off the eastern coast of Spain. And I am at the same time directed to express their Lordships' satisfaction at receiving this testimony of the opinion of the Spanish government, which is so much in unison with their own sentiments of your services.

"I am, &c. &c.

(Signed) "J. W. CROKER.

"*Captain Codrington, Blake.*"

"*Cadiz, 9th March*, 1813.

"My Lord,—I have the honor to enclose the translation of a letter which I have received from the Minister for Foreign Affairs, expressive of the sense entertained by the Regency of Spain of the valuable services of Captain Codrington, during the period of his command upon the eastern coast of Spain; and I cannot do less than express my concurrence in the sentiments of the Spanish government with respect to the zeal, activity, and judgment, with which Captain Codrington has executed the important duties entrusted to him, and which have contributed so essentially to the preservation in full vigour of that active spirit of resistance to the French yoke, which has so much distinguished the inhabitants of Catalonia.

"I have the honor to be, &c. &c.

(Signed) "H. WELLESLEY.

"*Viscount Castlereagh, &c. &c.*"

"*Cadiz, 8th March*, 1813.

"Sir.—The Regency of the kingdom has commissioned me to inform your Excellency, that under this day's date an order has been issued to the King's Ambassador at the court of London, to recommend in the name of his Highness to the government of H. R. H. the Prince Regent in the strongest manner, the important and signal services which Commodore Codrington has rendered during his cruize in the Mediterranean; a great part of the successful actions which the army of Catalonia have had, being to be attributed to the assistance which he afforded, and to his co-operation and advice; by which army, as well as by all the inhabitants of that province, this officer is held in the highest estimation. For all these reasons the Regency are most desirous of giving him a high testimony of their gra-

titude; and would esteem it a new proof of the friendship of the government of H. R. H. whatever may be done in favor of a person who has fulfilled with such zeal the intentions of the august ally of Spain, and has contributed by his valor, talents, and excellent qualities, to raise amongst the Spaniards the credit of the British nation.

"I have the honor to lay this representation before your Excellency, in order that you may have the goodness to do all in your power, that these just wishes of the Regency may have the desired effect.

"I renew to your Excellency, &c. &c.

(Signed) "PEDRO LABRADOR.

"*The British Ambassador.*"

The note from the Spanish Minister to Lord Castlereagh being nearly verbatim the same as Senor Labrador's communication, we shall content ourselves with selecting the concluding passage:

"The undersigned, in complying with these directions of the government, is confident that his Excellency Lord Castlereagh, in conveying them to H. R. H. the Prince Regent, will at the same time exert his powerful influence, which doubtless will operate not a little towards rewarding the services of that good servant of his Britannic Majesty, who by his skill and other high qualities, has so greatly assisted in destroying the French in Catalonia.

(Signed) "CONDE DE FERNAN NUNEZ,
"*Duque de Montellano.*"

Captain Codrington was ordered to America previous to his being made a Rear-Admiral, and proceeded thither with his broad pendant on board the Forth frigate. The force on that station being reduced in consequence of the treaty of Ghent, he received directions from Sir Alexander Cochrane to hoist his flag in the Havannah frigate, and return to England. In his letter to the Secretary of the Admiralty, the Commander-in-Chief says, "I take this opportunity to request that you will be pleased to express to their Lordships my entire satisfaction at the manner in which Rear-Admiral Sir Edward Codrington has conducted his public duties while Captain of the fleet upon this station, during a series of active operations, in which I have greatly benefited by his advice and assistance." In a letter to Sir Edward himself, he at the same time writes, "I cannot allow of your departure from hence without first expressing to you how much I feel obliged by the zeal and ability which you have displayed in your public situation while under my command, and how much benefit I have derived from your counsel and assistance in the active services in which the fleet and army have been engaged."

Sir Edward Codrington married, Dec. 27, 1802, Miss Hall, of Old Windsor. He has recently had the misfortune to lose his eldest son, Edward, a Midshipman on board the Cambrian frigate, stationed in the Mediterranean. Although only 19 years of age, from the confidence his Captain (G. W. Hamilton) placed in him, and from his speaking foreign languages, he was selected for a particular service; and was proceeding to

the Island of Hydra in the ship's cutter, when a violent squall of wind overset the boat, and consigned him, with a merchant, the coxswain, and three of the crew, to a watery grave. A gentle spirit, a bold daring, an eager thirst after knowledge, and an ardent love of his profession, formed in this lamented youth a bright promise for the future man and officer.—All who knew him grieve for his so brief career! To his sorrowing family the recollection of his mild and manly virtues, and his warm affections, although soothing to their distress, redouble their severe affliction for his loss.

VISCOUNT TORRINGTON. (p. 654.) The Active was detached alone by Commodore Johnstone to the East Indies.

P. 656. The Galatea, in company with the Doris frigate, re-captured two large Portuguese Brazil ships.

VICE-ADMIRAL BALLARD. (p. 676.) This officer's grandfather, a Dutch merchant, settled at Portsmouth, married a grand-daughter of the Rev. Francis Chandler, a bold, awakening, and popular preacher, and a man of great piety and learning, who lost a considerable property in houses by the great fire of 1666. His father, Samuel, went to sea at a very early age with Admiral Holmes, but afterwards became a merchant at Portsmouth, and married a Miss Flint of Epsom in Surrey, to which county he retired from business in 1784.

Mr. S. I. Ballard entered the naval service on board the Valiant, of 74 guns, commanded by the Hon. John Leveson Gower, Dec. 1, 1776; and in that ship was present at the capture of the Licorne and Pallas, French frigates, by the fleet under Admiral Keppel; and in the action with M. d'Orvilliers, off Brest, July 27, 1778 *, on which occasion the Valiant had 6 men killed and 26 wounded. In Oct. 1779, he was removed into the Shrewsbury, another third rate, commanded by Captain Mark Robinson, and soon after sailed, in company with the fleet under Sir G. B. Rodney, to the relief of Gibraltar.

On the passage thither, the Shrewsbury assisted at the capture of a Spanish convoy, and the defeat of Don Juan de Langara, Jan 8 and 16, 1780 †. Returning to England with the prizes in the ensuing month, she also contributed to the capture of a French 64, and several merchant ships, by the squadron under Rear-Admiral Digby. We next find her proceeding to the West Indies, where she bore a part in no less than five actions with the French fleet commanded by Count de Grasse, viz., off Martinique, April 29, 1781; off the Chesapeake, Sept. 5th in the same year; and in Basseterre Road Jan. 25, 26, and 27, 1782. In the two former she sustained a loss of 20 men slain and 66 wounded; among the latter was Captain Robinson, who unfortunately lost a leg ‡.

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* See note †, at p. 195. † See note †, at p. 3, *et seq.*

‡ See p. 133. N. B. The Shrewsbury also assisted at the reduction of St. Eustatia.

Mr. Ballard was promoted to the rank of Lieutenant by Rear-Admiral Joshua Rowley, at Jamaica, Feb. 10, 1783; and from this period served successively in the Shrewsbury, Torbay, Astrea, Monarch, Alfred, and Queen, from which latter ship, bearing the flag of Rear-Admiral Gardner, he was made a Commander for his gallant conduct in the battles between Earl Howe and M. Villaret de Joyeuse, May 28 and 29, and June 1, 1794. The Queen, on the latter day, had 36 men killed, and 67, including her Captain and 3 Lieutenants, wounded.

Our officer's post commission bears date Aug. 1, 1795; previous to which he had acted as Captain in several line-of-battle ships, during the temporary absence of their proper commanders; served as a volunteer in the Queen; regulated the *quota* men on the coast of Sussex; and commanded the Megæra fire-vessel, attached to Lord Bridport's fleet. He subsequently acted for some time as Captain of the Thunderer 74; and on the 20th Feb. 1796, obtained the command of the Pearl frigate, in which he was employed during the ensuing two years in affording protection to the Quebec, Baltic, and Newfoundland trade, and in occasional cruizes off Calais and Havre.

In March 1798, the Pearl sailed for the coast of Africa, in company with the Sheerness, of 44 guns, bearing the broad pendant of Commodore James Cornwallis. On the 25th of the following month, Captain Ballard, who had some days before been detached by signal, discovered and gallantly attacked a squadron consisting of two heavy French frigates and an armed brig, having under their convoy two Spanish galleons, lying at the Isles Delos, between Rio Grande and Sierra Leone. Owing, however, to the great disparity of force, and the want of water to enable him to place the Pearl in an advantageous position, he was obliged, after sustaining a very galling fire, to run between the islands and proceed with the intelligence to Commodore Cornwallis, whom he joined at Cape Coast on the 22d May. The Pearl on this occasion had 1 man killed, two guns dismounted, and her spars, sails, and rigging much damaged.

It being soon after ascertained that the enemy had departed from the coast, Captain Ballard sailed from Sierra Leone, to which place he had returned with the Commodore, to Barbadoes, where he arrived on the 30th July, and from that period was principally employed as senior officer at the Saintes, watching two French frigates in Basseterre, and cruising to windward of Deseada, where he captured le Scævola, a privateer of 10 guns and 73 men; l'Independence of 12 guns and 66 men; a row-boat, and a Dutch schooner; and re-captured eight American vessels. Returning to England in June 1799, in company with the Vengeance 74, and a large fleet of merchantmen, chase was given to four Spanish frigates, which, owing to the bad sailing of the Vengeance, effected their escape, although the Pearl was not more than two miles from them when the signal was made for her to abandon the pursuit.

In the month of October following, Captain Ballard conveyed General Fox from Portsmouth to Minorca. During the ensuing two years, he was engaged in a great variety of service on the Mediterranean station, particu-

larly in the Gulf of Lyons, and in the defence of Porto Ferrajo, in the island of Elba; the inhabitants of which place, previous to his arrival, had suffered the greatest privations, being destitute of provisions; and men, women, and children obliged to mingle together in the bomb proofs, every house having been unroofed by the enemy's shells; the timely appearance of the Pearl, however, the active co-operation of her commander, and the gallant conduct, able advice, and judicious distribution of the resources of two meritorious British merchants, Messrs. Grant and Littledale, had the effect of stimulating the islanders to persevere in resisting the besiegers; and aided by the Pearl's marines, who had been landed to strengthen the little garrison, they succeeded in retaining possession of their town till the arrival of reinforcements, when the enemy were obliged to crave a truce.

Captain Ballard returned to England Dec. 3, 1801, and paid off the Pearl on the 14th March, 1802, after commanding her for upwards of six years, during which time he had taken, destroyed, and re-captured about 80 vessels; among which, in addition to those already mentioned, were a Genoese polacre, of 14 guns; la Vertu, of 10 guns and 40 men; and an armed xebec. He also assisted at the capture of la Carerre, a French frigate of 40 guns and 356 men; l'Incroyable, of 28 guns and 220 men; and a Ragusan brig bound to Algiers, with presents from Buonaparte to the Dey.

From this period, notwithstanding his repeated applications for an active ship, Captain Ballard could not obtain any other command than that of a district of Sea Fencibles, till Oct. 1809, when he was appointed to the Sceptre, of 74 guns, in which ship he soon after sailed for the Leeward Islands; and immediately on his arrival off Martinique, with the Alfred, 74, and Freija frigate, under his orders, was sent by Sir Alexander Cochrane, in pursuit of four French frigates, which had recently captured the Junon, a British frigate, commanded by Captain John Shortland, who afterwards died of his wounds at Guadaloupe.

At 7 A. M. on the 18th Dec., he formed a junction with the light squadron stationed off Basseterre; and soon after discovered two of the French frigates moored with springs on their cables, in a strong position in Ance la Barque. The Captains of the squadron entering most readily into his plans, Captain Ballard rejected a flag of truce sent by the enemy, conceiving it a mere French finesse to procrastinate an attack, the mode of which was as follows:—Captains Volant Vashon Ballard, and George Miller, of the Blonde and Thetis frigates, being well acquainted with the place, to lead in. The former ship and the Sceptre to anchor a-breast of the enemy's vessels; the Thetis, Freija, and Castor frigates, to bring up near the batteries. The sloops of war and a schooner, to cover the boats, which were to land the party intended to storm the works.

Baffling and light winds prevented the ships taking their stations till about 4 P. M., at which time Sir Alexander Cochrane was approaching to their support, in the Pompée, of 74 guns; but seeing the judicious arrangement of Captain Ballard, he did not interfere therewith; and owing to the light airs and calms, had only an opportunity of witnessing the action, the brunt of which was borne by the Blonde, Thetis, Cygnet, Hazard, and

Ringdove, they being a-head of the other ships; and by the animated fire kept up from them, one of the enemy's frigates was very soon dismasted; upon which their crews began to desert them, and before long they were both observed to be in flames.

Captain Ballard now ordered the boats to land under the orders of Captain Cameron, of the Hazard, who gallantly stormed the batteries; which, together with their magazines, and the frigates, each pierced for 44 guns, and laden with stores and provisions for the garrison of Guadaloupe, were completely destroyed by 7 o'clock.

In the execution of this service, Captain Cameron, Mr. G. Jenkins, first Lieutenant of the Blonde, and several men, were slain; Lieutenant C. W. Richardson, and many others, wounded. The enemy's loss was also supposed to be very severe, as their ships, although not fully manned, had on board at the commencement of the action, about 450 troops and artillerymen. Only 7 prisoners were taken.

Towards the latter end of Jan. 1810, Captain Ballard escorted a division of the army destined for the attack of Guadaloupe, from St. Lucia to the Saintes, where he remained three days, exercising his seamen and marines on shore, and making arrangements with Brigadier-General Harcourt for the debarkation of the troops *. From thence he proceeded with the squadron under his orders, and transports, towards Trois Rivieres, for the purpose of drawing the enemy's attention from the other division of troops, which had already been landed at the village of St. Mary, under the superintendence of Commodore Fahie, and was then pushing through the difficult pass of Trochien. Having succeeded by his manœuvres in deterring the enemy from attacking that division, he anchored between Basseterre and Ance la Barque, and landed the remainder of the troops without opposition, the enemy having evacuated their batteries, which were immediately taken possession of by the marines of his squadron. Sir Alexander Cochrane had in the mean time anchored in the bay of Trois Rivieres.

From this period till the surrender of the island, Captain Ballard commanded the detachment of seamen and marines attached to the second division of the army; and his active co-operation was thus noticed by the commander of the forces, Lieutenant-General Sir George Beckwith:—

"GENERAL ORDERS.

"*Head Quarters, Beau Vallon, Guadaloupe, Feb. 7*, 1810.

"The commander of the forces desires to convey his best acknowledgments and thanks to Commodore Ballard, Captain Ballard, Captain Stanfell, Captain Elliott, and to Captain Flin, of the Royal Navy, for their great and effectual services with the second division of the army to leeward, under the command of Brigadier-General Harcourt, and to the other officers and seamen of the fleet employed under their orders; without whose exertions the troops could not have been victualled in their present positions, nor

* It should here be observed, that the Sceptre's crew had been trained to the use of the broad-sword, on the passage from England.

the artillery brought forward with the necessary ammunition and stores, and placed in battery in a situation to be served against the enemy at the moment in which he signified his wish to open a negociation."

Previous to his return to England, Captain Ballard visited Antigua, Martinique, St. Lucia, Barbadoes, Tobago, Trinidad, Dominica, St. Kitts, Tortola, and St. Thomas's. He sailed from the latter island with the homeward-bound trade early in August, and arrived at Spithead Sept. 25, 1810. After docking and refitting the Sceptre, he was placed under the orders of Lord Gambier, and by him occasionally entrusted with the command of a detached squadron employed in watching the enemy's ships in Brest harbour and Basque Roads. Some time in 1812, he received official notice of his being appointed to superintend the payment of the ships at Spithead; but as he did not choose to be superseded at sea, while blockading an enemy, he remained in the Sceptre, on Channel service, till she was ordered to return to port, in Jan. 1813. He became a Rear-Admiral, June 4, 1814.

Our officer married, first, his cousin, Maria, only daughter of James Flint, of Faversham, in Kent, Esq., and by her had eight children, three of whom, a son and two daughters, are now living; secondly, Catharine, daughter of the late, and sister to the present Sir Thomas Crawley Boevey, Bart., of Flaxley Abbey, co. Gloucester.

Residence.—Coates Hall, in Yorkshire, left him by his uncle, Colonel Flint; and 34, Park Street, Bath.

REAR-ADMIRAL OTWAY. (Note at p. 694.) The Ponsborn was lost in consequence of her not removing to a greater distance from the shore. The person who had charge of her at the time, was cautioned of the danger of remaining so near the land, by Captain Wood of the Favorite, but obstinately persisted in continuing there. On looking over the list of armed vessels captured by Captain Otway during the late wars, we find that they carried 1000 guns; but that instead of the whole being taken in the West Indies, some of them fell into his hands on other stations.

REAR-ADMIRAL FAHIE, (p. 717.) Superintended the debarkation of the first division of the army employed in the reduction of Guadaloupe, and commanded a detachment of seamen on shore during the whole of the operations. In the general orders issued by Sir George Beckwith, the military Commander-in-Chief, immediately after the surrender of the island, his services on that occasion are thus noticed:—

"The Commander of the forces is equally anxious to convey to Commodore Fahie, to Captains Dilkes and Dowers, of the Royal Navy, and to the other officers and seamen serving under their orders, to windward, the high sense he entertains of the important services rendered by them, not only at the landing of the first division of the army under the command of Major-General Hislop, and of the reserve, with a considerable proportion of provisions and stores, but for similar exertions at Three Rivers, in disembarking five days' provisions for the troops, without which they could

not have given out, as closed with the enemy, thereby bringing the objects of the campaign to a rapid termination."

P. 74. The first part of Sir George Beckwith's General Orders has been already given in the *Gazette*, under the head of Rear-Admiral Ballard. See p. 678.

SIR CHARLES BRISBANE. (Note at p. 741.) We are most anxious to correct our error respecting the boarding of the *Hector*. It is true that Mr. Quartermaster mounted the accommodation ladder, but he did not go on board till after Captain Brisbane.

REAR-ADMIRAL VINTHROP. (p. 744.) The Dutch ship *Hollandia* or *Batavia*, the *Formidable*, bearing the flag of [illegible] Stalyer, in the memorable battle of April 12, 1782; [illegible] will be found at p. 1, vol. [illegible] Commander-in-chief of [illegible], under Prince Maurice's brigade, at the conquest of Macassar, in 1754.

P. 744. The boats engaged in the capture of the enemy's vessels, at Batavia, were under his immediate direction.

SIR JAMES ATHOL WOOD. (p. 744.) The first part of General [illegible] letter to Mr. Secretary Hamilton, alludes to the circumstance [illegible] some of the French [illegible] Bonaparte's [illegible] came ship in which they [illegible] Commodore, however, were fastened, although the English crew were but [illegible] and the republicans were upwards of 300.

P. 745. The people was left off Lahey, by Captain [illegible] went to endeavour to prevail on the General to embark a sufficient number of troops to relieve the garrison there.

P. 749. [illegible] addressed a copy of Sir Hugh Cameron's [illegible] In addition to his observations respecting the defenceless state of Trinidad, he took an opportunity of pointing out to the gallant General, the ease with which the Dutch settlement of Surinam, recently reconnoitred by the Favorite, might be taken possession of by the British, together with property to an immense amount.

P. 794. At the time Captain Wood drew up his remarks relative to Malacca St. Augustin, the fort was garrisoned by a serjeant's party only.

REAR-ADMIRAL [illegible] BRACE. (p. 770.) The following is a copy of the letter of thanks alluded to at p. 770.

Malta Room, at St. Marco, April 18, 1810.

SIR,—The siege of St. Maura having ended by the surrender of the fortress and the garrison becoming prisoners of war, I feel it incumbent upon me to acquaint you for information the public favour upon that occasion by Major-General [illegible], expressing his sentiments [illegible] of the General [illegible] officers, soldiers, seamen, and [illegible] which [illegible] a great pleasure to me [illegible]

tify, the sense I have of that zealous alacrity which was so conspicuously displayed by the Captains, Officers, and ships' companies, in carrying forward the various duties of the siege; and on every occasion where an opportunity presented itself. For the active and unremitting support and assistance which I personally received, I request you to accept my warmest thanks.

&c. &c. &c.

(Signed) "Geo. Eyre."

"Captain Maubray,
"H. M. S. Monarch."

ACAR-ADMIRAL [illegible] (p. 84[illegible]). Immediately after his promotion to the rank of Commander, he went as a volunteer with his [illegible] Captain the Hon. [illegible], and his old messmates of the Niger, in the Latona. At Christmas in the same year, he was appointed to act as Captain of the Gibraltar, an 80-gun ship, under orders for the Mediterranean; but just as he was setting out to join her, intelligence arrived at the Admiralty that the French fleet had put to sea in great force, which rendered it necessary to strengthen the grand fleet; and the Gibraltar was consequently attached to it, an older officer being at the same time nominated to command her. Captain Walker was, however, noted for the first vacant sloop of war, and soon after appointed to the Terror bomb. In the month of June following, he was ordered to assume the temporary command of the Trusty 50, and to escort five [illegible] to a certain latitude, "where after having [illegible]," he was [illegible]. For [illegible] after he reached the prescribed latitude, the wind [illegible] S. W., he did not consider his charge "in safety," and consequently the spirit of his orders not completed. He therefore thought it his duty to continue with the Indiamen till the wind became more favorable, immediately after which he parted company and proceeded towards England. The next day he spoke a Dane from Cadiz, who acquainted him that about forty sail of English merchant vessels had been lying there some time for want of convoy, and under heavy demurrage. This information being shortly after confirmed by a Swede, also from that port, Captain Walker conceiving his ship could not be more beneficially employed than in protecting the commerce of his country, took upon himself to touch at Cadiz, and take charge of all the British vessels lying there, amounting to thirty-three sail of merchantmen and three transports, the whole of which he conducted in perfect safety to England. Two memorials of the Spanish merchants residing in London, presented in favor of Captain Walker, stated "the value of this fleet to amount to upwards of a million sterling, which but for his active exertions would have been left in great danger, *at a most critical time, when the Spaniards were negotiating a peace with France.*"

During the Trusty's stay at Cadiz, five of her officers were arrested by orders from the Governor, for carrying money off [illegible] of the merchants; and the Spanish government having made strong representations on the subject to the British ministry, it was deemed right to

bring Captain Walker to a court-martial on his return to Portsmouth; and it being found that he had acted without orders, he was broke. However hard it was upon him to be thus cut off from the service at the beginning of his career as a Commander, and however severe the sentence passed upon him for his indiscreet though undoubtedly well-meant zeal may appear, it was no small consolation to his wounded feelings to know that the Lords Commissioners of the Admiralty duly appreciated the motives by which he had been actuated, and interested themselves in his favour. About eight months after this unfortunate affair, the Spanish Ambassador received orders from his court to request of the British government that the whole transaction might be forgotten, and regarded as *non-actum*. Our officer was [illegible] Commander in March 1797.

N. B. A Supplement to the [illegible] *will appear in our next volume.*

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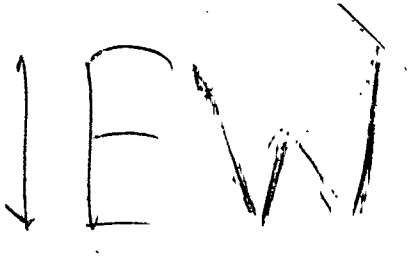

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